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RITA MARTIN.

LADY ETHEL BAIRD AND HER CHILDREN.

74. Buker Street. W.



THE Journal for all interested in Country Life and Country Pursuits

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EDITORIAL NOTICE.

The Editor will be glad to consider any MSS., photographs or sketches submitted to him, but they should be accompanied by stamped addressed envelopes for return if unsuitable. In case of loss or injury he cannot hold himself responsible for MSS., photographs or sketches, and publication in COUNTRY LIFE can alone be taken as evidence of acceptance. The name and address of the owner should be placed on the back of all pictures and MSS.

CHRISTMAS IN WAR TIME.

N the experience of the present generation it is absolutely new for this country to spend the festival of the year under the shadow of a great war, with renewed raids on the part of our enemies probable and an attempt at invasion well within the bounds of possiy. During the South African war we knew what it was to have those nearest and dearest exposed to hostile bullets during Yuletide, but, looking back, that campaign appears to be child's play in comparison with the one in which we are now engaged. About two hundred thousand men were employed against President Kruger, but many times that number have already had to face the German guns. There is one large section of the community who can entertain doubt whatever about the best way of spending these We refer to such as either have wounded relatives or friends returned to them or have soldiers back from the front to enjoy that brief rest which is being granted in turn to each. Whatever the feelings may be of those who are non-combatant, they will, we are sure, recognise the duty laid upon them to give the wounded and those on furlough the very best time that is possible. And that cannot be done with a heavy countenance. If we wish others to be cheerful it is necessary to be cheerful ourselves-if we may be allowed to reverse or give in counterpart a famous saying of the poet Horace. Again, there can be no manner of doubt about what should be done in the case of those upon whom the happiness of young children depends. No doubt their elder brothers and sisters will in some measure share the anxiety of their elders, but in regard to the youngest it should be borne in mind that unless they escape the common fate of humanity there will be gloom

enough in their future lives, and that is the best of reasons for making the present hour as full of sunshine as possible. We have very little sympathy with those who hold that pleasures should be withdrawn from the children in order that they may remember this year as one of calamity. Far better is it for them not to remember. Let them enjoy themselves as much as ever they can. They will not be any the worse in their future life for having done so. Moreover, those who have charge of them will in that way ensure for themselves that best of all pleasures—the pleasure of making other people happy. Self-forgetfulness is one of those quiet virtues which carry with them their own reward. But, if this way of happiness is open to all who have the care of wounded, the entertainment of men on leave, or the enjoyment of little children to be answerable for, there can only be a small remnant left. For them also a wide field of activity is open. There are in these days many who mourn, many who need to be comforted, and some who are in actual want. The festival of Peace can be celebrated by no better means than ministering to those who need ministration.

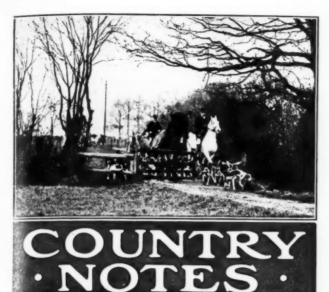
Luckily, in our position as combatants there is no ground for depression or despondency. Necessarily, these words are written some days before the actual time of publication, which is just before Christmas, and much may happen in the course of a week. We, therefore, can only speak of the present moment, and, confining ourselves to that, the prospect on every side is good. After months of weary waiting the Allies have combined to make a strong offensive move-ment in Belgium, and their efforts so far have been crowned They are going valiantly and joyfully into the with success. encounter. They do not undervalue the strength and cunning There are few things more disastrous of the enemy, nor do we. in any kind of warfare than over-confidence, but we have at any rate, a trust in a good cause, and we have the assurance that up to now the soldiers, both our own and those of our Allies, have fought like heroes, so that it is incredible that there should be any falling off among them. Thus we may look forward to the future in Belgium and France with great determination and a reasonable confidence. In the East it has become evident that Germany has more than her hands full with Russia and Servia. The advent of Turkey as an ally to Germany appears more likely to prove a source of weakness than of strength. On the sea, the outlook is equally encouraging. Such successes as have been achieved by the enemy have been of a very partial nature. Indeed, most of enemy have been of a very partial nature. Indeed, most of them have taken the form either of mining, submarine attacks, or raids in which success or failure could not possibly exercise any perceptible influence on the end of the war. Germany has achieved no success at sea that counts in the slightest degree, nothing that opens up a trade route or helps her to escape from the economic pressure which is steadily being applied by the action of the British Fleet.

Taking all these things into account, it is evident that the inhabitants of Great Britain have every reason to look forward with confident hope and high courage to anything that is likely to happen. Were it not so, they still have that sure and certain knowledge that they are fighting in a good cause, which, after all, is the greatest help that can be given to the attainment of a quiet mind. The Germans shout from the house-tops that they are on the side of righteousness, but there is scarcely a schoolboy in Great Britain who does not recognise that the crowd have been deceived into believing this by their cynical masters. When they shouted most loudly that they were fighting in self-defence they were in a foreign country, which they had entered and invaded in despite of their own treaty obligations. It has been shown by an Italian Minister that the crisis which was to be put off till 1914, was carefully prepared for in 1913, and in that year the greatest living military authority, Von Bernhardi, went on a secret mission to America to tell them that war was inevitable and near. Unfortunately, we know our own unpreparedness, and the measure of that is the extent to which the German claim to be right is repelled by fact.

OUR FRONTISPIECE.

UR frontispiece is a portrait of Lady Ethel Baird and her children. Lady Ethel is a daughter of the Earl of Kintore and married Mr. John Laurence Baird, C.M.G., M.P., in 1905.

^{*}a* It is particularly requested that no permission to photograph houses, gardens or livestock on behalf of Country Life be granted except when direct addition is made from the offices of the paper. When such requests are received, the Editor would esteem the kindness of readers if they would forward the correspondence at once to him.



OR once it is impossible for us at Yuletide to wish our readers a "Merry" Christmas, but we do most readers a "Merry" Christmas, but we do most heartily hope that for all there will be a happy one. implies a light-hearted buoyancy that Merriment may almost be boisterous: happiness rests chiefly on serenity and confidence. It belongs to the mental condition rather than to material surroundings. condition rather than to material surroundings. We could not well be merry with the knowledge always present that our brave soldiers and sailors are face to face with unprecedented dangers and hardships, that some are captive and some wounded, that our peaceful towns are imperilled by the designs of ruthless marauders who seek revenge for their losses in battle by the slaughter of women and children. But there is a true if solemn happing to be designed from the braveledge that our losses and ness to be derived from the knowledge that our losses and sufferings are in a great and just cause, that the blood spilt is for humanity and civilisation, and that our unimpaired belief is now as ever that "wrong shall fail and right prevail." To soldiers in the field this is the great consolation and to us at home who "only stand and wait" it is not less so. If a nation ever had a right to that happy peace which comes from high endeavour, Great Britain is in that position

Two pictures suggest themselves in connection with the shelling on the East Coast, and they are typical of the opposite sides in the present war. Both have for scenery the North Sea with a fog rising from its waters. In one a daring band of English seamen, after penetrating to the Bight of Heligoland and engaging with triumphant success that the form were trivial to the seamen. a flotilla of German warships assembled there, are seen occupied in the rescue of drowning enemies, while shells and bullets are still raining over them. In the other German ships are beheld emerging from the gloom of fog to batter an undefended seaside resort with their artillery and, after slaying women in their bedrooms and children in the street, sheering off and running for their lives as soon as a few destroyers make their appearance. The pictures might be respectively entitled Civilised Warfare and The New Barbarism. In their calmer moments Germans themselves would admit the accuracy of the description. Even General Von Bernhardi, the most brutal of military experts, declared before the war that there was no need for the Hague Conference to formulate a rule against "the shelling of open towns neither defended nor occupied by the enemy," since "modern war defended nor occupied by the enemy," since "modern was carcely knows a case in which such shelling has taken place." In advance he therefore passed a fatal condemnation upon the recent act of his countrymen, who have not only thrown the findings of the Hague Conference into the waste basket, but also the ordinary dictates of humanity.

There is an old Scottish proverb which says that "if ou try for a silk gown, you'll maybe get the sleeve on't." The silk gown which we have been striving to obtain for some time past has been the organisation of a very thorough system of horse-breeding, so that an industry which was languishing before the war and has been greatly enfeebled by it should once more be set on its feet. At the present moment, the full ideal proved to be incapable of realisation because the

Treasury, not to put too fine a point upon it, refused the requisite supplies, and without adequate funds it would be very difficult to carry out an enlarged scheme. the Board of Agriculture, whose sympathetic co-operation in this matter we are very glad to acknowledge and record, have done what is probably the most that they could. have announced certain important changes in the awards for King's Premium and Board Premium stallions, which are in strict accord with the recommendations emanating from the pages of Country Life. The new regulations will certainly have the effect of stimulating farmers to breed an increased number of foals. This is the sleeve of the silk gown which we aimed at. The very fact of its possession appropriate the horse that one day it may be possible to obtain encourages the hope that one day it may be possible to obtain the entire garment.

"Have you heard the earth crying?" said Vassily Vassilitch.
"What do you mean?" I asked.
"Why," said he "I've heard her crying as I lay in the grass with my ear to the ground. I heard her. Like this, oo—m, oo—m, oo—m. It was the time the soldiers were being mobilised and women were sobbing in every cottage and in every turning of the road, so it may only have been that I [heard. But it seemed to me the earth herself was crying, so gently, so sadly that my own heart ached."—Stephen Graham.

Lay your head on the Earth's breast and you will hear her crying, Sobbing, softly, hopelessly, for her sons who are dead and dying.

Splendid and gay they are marching still to the music of bugle and band,

Bravest and best of my beautiful sons they are going from every

Are there none who will stay of all my sons? Must you all go? Yes; all that you love, the pride of your eyes, Mother, you'd have it so.

Mangled and torn they lie in heaps, broken, dying and dead. Oh scarlet blood of my splendid sons, you have dyed my green fields red.

What can I do for you, oh my sons? My last, last gift is small, A few poor sods to cover your heads and a scatter of snow o'er

Lay your head on the Earth's breast and you will hear her crying, Grieving, softly, hopelessly, for her sons who are dead and dying.

CELIA CONGREVE.

Owners of woodland should read with great care the important article in the new number of the Journal of the Board of Agriculture on "Supplies of Pit Timber." In recent years the quantity of pit wood imported has amounted to about 3,000,000 loads of 40 cubic feet per load. to about 3,000,000 loads of 40 cubic feet per load. About 55 per cent. of the imports normally come from Russia, Sweden and Germany, 4 per cent. from Norway, and the remaining 4r per cent. from France, Portugal and Spain. Trade with the Baltic ports has been hampered by the declaration of Cormany that with the second per cent. tion of Germany that pit-props are contraband of war. Supplies from Southern Europe are likely to arrive as long as there is sufficient labour to prepare the material. A committee has been sent to Canada by the Board of Trade to investigate how far the Dominion is capable of supplying the deficiency, but it is not expected that such pit wood could reach this country before February, 1915. Thus reliance must be placed on home-grown timber to meet the deficiency. The writer of the article says that during the next year there is likely to be a largely increased demand for home supplies at enhanced prices, though owners are warned not to expect famine prices. Those who have the requisite timber will be well advised to consult the article, so as to be able to judge of its suitability. They will find most useful directions as to marketing, and a list of the They will names and addresses of colliery proprietors who are likely to require timber.

By a remarkable coincidence the death of Sir John Barker follows closely upon that of Sir Walter Gilbey. two were friends and had much in common. They each began life with very scanty means, but a keen business capacity, habits of endless industry and a most enterprising spirit. Sir John's father was a small brewer at Loose, near Maidstone, and he was apprenticed at the age of thirteen to a draper of that town, subsequently going as a junior assistant to Folkestone and Dover. His real career may be said to have begun when he entered the service of the late Mr. Whiteley, "the Universal Provider." Here he proved the most valuable of lieutenants, and very quickly produced such results as made it well worth his employer's interest to increase his salary. This rose rapidly, but when Mr. Whiteley offered to increase it to a thousand a year, but refused to take his capable manager into partnership, the latter, in conjunction with Mr. (after Sir James) Whitehead, opened business in a couple of shops in High Street, Kensington, for which Mr. Whitehead found the necessary capital, and this became the foundation of what afterwards extended into the gigantic business of John Barker and Company. In process of time Mr. Barker bought out his partner and afterwards had the business turned into a limited company, with a capital of a quarter of a million. Since then many extensions have taken place. When Sir John had earned himself adequate leisure, like his friend Sir Walter Gilbey, he turned to rural pursuits. He farmed about three hundred acres of land at The Grange, Bishop's Stortford, and became a great breeder of horses. At the beginning he favoured Shires and hackneys, but his name will be chiefly associated with the polo ponies, to which his attention was devoted in his later years.

If a scrap of doubt remained that the German talk about the war being defensive on their part is the flimsiest pretence put forward for the mere sake of deceiving the German people into a belief in the rightness of their cause, it would be dissipated by the account given by the Toronto Globe of Von Bernhardi's secret mission to the United States last year. He went over by the Pacific, and his visit seems to have been unnoted and unrecorded except by those whom he specially desired to meet, although he is the most notorious German military writer of his day. Information about the objects of this visit is derived chiefly from Dr. David Starr Jordan, the Chancellor of Leland Stanford University and an authority on international politics. Dr. Jordan says that Bernhardi's mission was to prepare the Germans in America for the coming war, which he declared to be both inevitable and near, and to convince them that the plans made for it were so thorough that success was certain. His language is described as being brutally frank, and Dr. Jordan seems to have set him down as being merely the victim of military mania.

Bernhardi declared that Belgium was to be invaded for the purpose of securing Antwerp and other naval bases from which to strike Britain, and he showed himself as conscious as Bethmann Hollweg himself that this could only be done by setting aside "scraps of paper." "Law," he said, "is a makeshift; the reality is force. Law is for weaklings, force is for strong men and strong nations." It was only when Dr. Jordan was in Germany last autumn that he discovered the extent to which these extraordinary views were shared by the general staff of the German Army. The importance of the matter to us is that it confirms the now well known fact that this fearful European conflict was deliberately planned by the Kaiser and his counsellors and that any statement to the contrary on their part can be brushed aside as mere chaff meant for the deception of the German citizens.

Attention is drawn by the Agricultural Organisation Society to the shortage of farm labour, which in many districts of England and Wales forms a serious impediment to the prosecution of agriculture. It arises, of course, mainly from the enlistment of so many labourers and from the fact that much casual labour of a kind that generally goes to the farm has been diverted to market gardening. The concentration of troops in small towns and villages throughout the country has very largely increased the demand for garden produce and, naturally, the men who supply it are doing their best to answer to the demand on their resources. In fact, every calling having for its purpose the increase of our food supplies is at present very active. As an amelioration of the inconvenience caused by the shortage of labour, the Agricultural Organisation Society suggests more co-operation in the ownership of agricultural implements. This becomes the more necessary owing to the reduction of horses. In the Isle of Wight a society has acquired a steam plough, which it hires out to its members. It has thus effected a real economy in labour. This has suggested to the Society the idea that agriculture would be greatly helped by a very large extension of the system of co-operative ownership of the more expensive machinery used on the

farm. Even rich farmers cannot always afford such a luxury as a steam plough and, generally speaking, they find it more economical to engage a steam thrashing machine than to own one.

In another part of the paper a correspondent. Mrs. Alice Marcon who is known to our readers by her contributions under her maiden name, Miss Alice Dryden, utters a protest against changing German names of places into English names as a sign that we have foresworn all things Teutonic. She points out that in many places these German names carry interesting and historic associations that cannot be wiped out by any war. For instance, the inns called "King of Prussia" carry us back to the Napoleonic wars when the King of Prussia was our ally. Brunswick comes from the same date, and Mecklenburgh from the Queen of George III Our Allies, both in France and Russia, have almost made a clean sweep of German names, the most remarkable being the substitution of Petrograd for St. Petersburg. Yet it cannot be denied that there is a considerable amount of commonsense embodied in the protest. To take away the old name of an inn, King of Prussia, would savour of a petulance that is scarcely worthy of the dignity of this nation, especially as our original reasons for using German names differ from those of our Allies.

REQUIESCAT.

Now are they come unto the place of quiet, Into the heart of silence where God is, Far, far away from all the mortal riot, Safe in the home of lovely sanctities.

And there they rest who fought with no surrender, Lapt round with peace like water cool and bright, Till God shall armour them again in splendour To battle with the spirits of the night.

My soul, forestall awhile the ultimate fiat, A moment doff the body's hindrance, And come thou too unto the place of quiet, Into the heart of silence where God is!

DOROTHY FRANCES GURNEY.

Every satisfaction will be felt with the composition of the committee appointed to investigate the truth about the German outrages. Lord Bryce ought to be an ideal chairman. He has a very complete and thorough understanding of foreign relations and an especial knowledge of German history, as his "Holy Roman Empire" shows. Sir Frederick Pollock, Sir Edward Clarke, Sir Alfred Hopkinson, Professor Fisher and Mr. Harold Cox are all names that will inspire the utmost confidence. If anything, we would expect them to be on the lenient side in judging of anything German, and this is as it should be. The contention is not that the Germans have simply been stern and ruthless, but that they have resorted to the worst kind of barbarism. Therefore, their condemnation must be sweeping or not at all. The committee appointed may be trusted to attend to the interests of the country in this respect. They will not condemn German methods without good and sufficient reason, and yet they can be trusted to determine clearly what constitutes an infringement of the Law of Nations.

There is no one who, during the course of the present war, has made a nobler reputation than King Albert. His unsullied patriotism, self-sacrifice and valour have won for him the admiration of the civilised world. And there can scarcely be a more splendid tribute to this pre-eminence than is provided by "King Albert's Book," which has been promoted by the Daily Telegraph. The number of illustrious contributors to it, not only in prose and verse, but in picture, is bewildering. Nor does there seem anyone who has not had something notable and worthy to give. It is as if the unprecedented misfortunes of Belgium had proved an inspiration to the eminent men and women who contribute to these pages. The book in itself is so interesting and good that for that reason alone we would expect a great sale for it; but as a token of respect and admiration for the Belgian King and people from representative men and women throughout the world, it cannot fail to win the substantial support of men and women of all classes.

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PALESTINE AND THE WAR.

HE covetousness of Turkey has overcome fear of consequences, and her perennial enmity has matured once more to war. Behold, in addition to the wild strife of Europe, another Turkish war. Belgium has been overrun and ruined, Poland has been overrun and the Caucasus and Crimea are to have equal ruin with these unfortunate countries—massacre, but also Syria and Palestine, where are large colonies of Russians and English, and many French and Belgians with commercial interests. The wealth of Beirut, Smyrna, Jaffa is to a great extent European wealth. The powerful Russian settlement in Jerusalem is in danger, and also the lives of the gentle and cultured British who are attached to the English mission. The war is a continuous calamity for non-combatants—

The war is a continuous calamity for non-combatants—a campaign of organised plunder and loot. It will hardly be Turkey's policy to fight pitched battles and so be beaten in the field. She will rather avoid the Russian troops, seek out unprotected districts and make inroads. The great Russian army mobilised in Trans-Caucasia she is not likely to oppose seriously. All depends on the success or failure of the Black Sea Fleet. If the Turks and Germans sink the Russian warships, such as they are, they can choose what points they like on the long line of seashore and bring up their barbarous troops and make inroads and pillage.

If Russia beats
Turkey thoroughly
there should be little
trouble in pacifying
the Holy Land; if
she takes Constantinople the Turkish
Empire will be likely
to fall to bits. That
will be some consolation for the extra
trouble to which the
Allies have been put.
Russia will hold a protectorate over
Armenia, Constantinople and the access
to the Mediterranean.
Syria and Palestine would in all
probability receive independence.

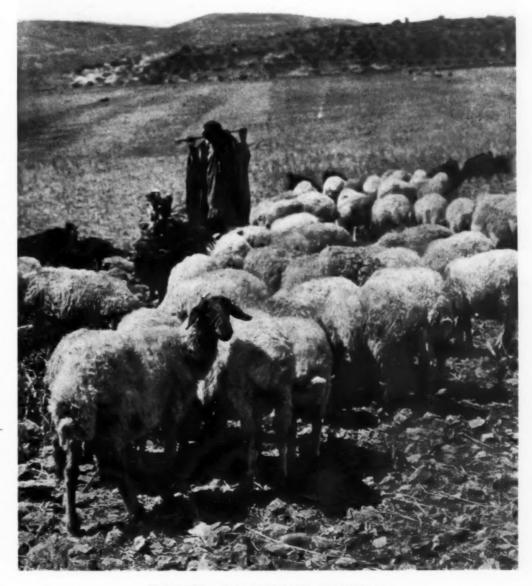
The Turkish hold on Syria is very light. Only about one-fifth of the population is Mohammedan; the remaining four-fifths is quite out of sympathy with Turkish rule, and would much rather govern itself or entrust its destinies to French or English.

It is rather an interesting problem what will become of Palestine. We hear little of home Syrian politics, and yet there is a strong national sentiment among Syrians the world over. If Syria were re-establishedasa state, a great number of rich Syrians would return to their native land—especially from America. The Syrians are mostly Christians, though they are Eastern in habits and keep their wives and domestic life much veiled. Stronger claimants to rights in Palestine are the Jews.

Ancient prophecy, the approval of the Gentile world and contemporary Jewish sentiment are all in favour of the reestablishment of the Jews in Syria. Zionism promises to settle the problem of the treatment of the Jews in the various countries of the world. If the peace that follows this war is founded on the principle that each nationality is entitled to govern itself on its own representative land, then it will be a case of Poland to the Poles, Alsace to the French, Jerusalem to the Jews and so on.

There are, however, great difficulties. Jerusalem is a great Christian see. The Roman Catholics, the Orthodox Greeks and the Orthodox Russians, the Armenians, the Copts, all regard Jerusalem, not as a place made holy by the Old, but by the New Testament, not by Jewish history, but by the holiest events in the founding of Christianity. Strange to say, there is not half the ill feeling against the Turks as against the Jews. The old wall where the Jews beat their heads on the stones and wail is not the holiest shrine in Jerusalem, but rather the sepulchre of Jesus; not the promise that the Jews shall be gathered together there again, but the symbolic fact of the life of the first great Pilgrim. Russian peasants, for instance, would be very averse from the idea of Bethlehem and Calvary belonging to the Jews.

Still, I suppose whatever happens, the pilgrimaging to Jerusalem will be resumed by the peasants when the war



SHEPHERD AND SHEEP IN PALESTINE.

and the Rostislaf, built 1896, and after a tail of old

and little vessels. Against this force sails the even more miserable Turkish Fleet, whose best vessels are the Barb rossa Haïreden and the Forgud Reis, both built in Germany in 1891, and displacing 10,060 tons. But Turkey has also the German light cruis Breslau and the grea powerful modern Dreadnought,

Goeben, of 23,000 ton-nage and 28 knoss speed. If the modern warship is as superior in power as ex perts hold, then the Goeben should itself

be able to sink the whole Russian Black Sea Fleet. The calamities of that vessel, however, lead one to hope that it has considerable defects or is inefficiently manned. Twice it has been forced back to Constantinople for re-pairs. It is now at large, steaming at greatly reduced speed, thanks to bad Turkish coal. And it recently shelled Batum. seems very possible that the bad luck that has attended its adventures in the Black Sea will continue, and that once more it will be disabled, and this time finally. If once the Russians can gain the supremacy in Turkish waters, their progress will be greatly hastened. Many have asked, Why did not Russia declare war

on Turkey and fall upon her in the midst of her prepara-

like a crusade against

But Russia having her hands full with Austria and Germany, would rather not solve the problem of Turkey at present, much as she would

tions?

these

is over and the Straits are open again. Whatever happens, the same sweet pastoral life of Syrian shepherdesses and Bedouin Arabs with their tents will still go on. The Syrians are, of course, Turkish conscripts, but so many of them have deserted that the nation is more like a nation of non-combatants. The Russians have been arrested. Many

of Easter at Jerusalem will be without the chorus of pilgrim praise and the curious gaze of the tourist. The first Easter after the war should be a wonderful time. Everything new after the war should be a wonderful time. Everything now waits for the success of Russian arms and of the Black Sea Fleet. The best vessels are the Johann Zlato-Ust and the Eostafiy, both built in 1906, and having a displacement of 13,000 tons. Then follows the Panta-lemon, built 1900,

INTERIOR OF A VILLAGE HOME.

The peasants live above and the animals below. Such may have been the "stable" of the Nativity.

monks and priests have been molested. There has been a considerable amount of pillaging of Christian shrines. The Greeks have to manage everything, but they are looked upon hostilely. There are continual alarms of massacre and outrage and many insurrectionary Arab gatherings. The Christian solemnisation of the Baptism at Jordan and

the Saracen ordinary conditions. The presence of two modern German warships in the Turkish Fleet greatly increases the difficulty. Russia, thanks to her treaty obligations with Turkey, has never been able to bring any warships through the Dardanelles and the Bosphorus into the Black Sea, otherwise she would not be to-day in the position of a third-rate naval 14

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A VILLAGE WOMAN SPINNING.

Power there. Probably the Goeben is the first great modern warship that has yet dipped into the waters of the Euxine. Turkey has not even permitted guns to be taken through the straits, and every vessel passing from Russia to the Ægean or back again has had to submit to being searched at the northern or southern entrances to the narrow waters. As long as the Goeben and the Breslau are on the sea the Russians are obliged to keep great numbers of soldiers waiting at the points of possible invasion. It is worth Germany's while to keep Turkey fighting. Turkey's quarrel is worth 200,000 Russians less on the fields of Poland.



A VILLAGE CARPENTER.

ALGERNON CHARLES SWINBURNE.

authorised Life of Algernon Charles Swinburne. There is some danger that, as has happened in many instances of recent years, the work will be spoiled by the appearance of smaller books, each of them containing a little of the original matter that should go into the great book. Perhaps it is a little unfair to make such remarks about the book before me, Swinburne, A Critical Study, by T. Earle Welby (Elkin Mathews). This is not a biography, but a criticism; yet it contains a great deal of biographical matter not very widely known. The author's method is to show the life of the poet and how his work came from its various phases. He starts with the thesis that Swinburne was not the founder of a new school, but the last of an old one. I find it very difficult to make out what he means. Mr. Welby is a good writer and a very thoughtful critic, but it is very difficult to understand how he gets men so diverse as Tennyson and Browning, Morris, Rossetti and Swinburne into one school, although they did happen to belong to the same period. He promises, however, to explain himself more at length in a book at which he is working "on the poets of the generation next after that to which Swinburne belonged." So curiosity must be kept in check till that appears. The book before me might have had as motto the remark of Mr. Swinburne that "I have never been able to see what should attract men to the profession of criticism but the noble pleasure of praising." Swinburne himself did not act up to the letter of this doctrine, for indeed he could wield a very bitter and satirical pen when he chose to do so. There was very little of the noble pleasure of praising in his parodies of Coventry Patmore, Tennyson, Mrs. Browning and Lytton. The Poet Laureate of that time would not easily discern "the noble pleasure" in the travesty of "The Higher Pantheism":

Body and spirit are twins: God only knows which is which: The soul squats down in the body like a tinker drunk in a ditch.

However, Mr. Welby does really take a huge delight in praise and reserves his blame chiefly for "the idle, irresponsible reviewers" of the sixties—"the most scandalous critics of the sixties," he calls them. But surely this is too sweeping. The newspaper criticism of poetry in the sixties was very much better than it is now or has been since. If Mr. Welby doubts this, let him turn up the Saturday Review of that era and look at the criticism of "Atalanta in Calydon." Without in the least wishing to belittle his work, I say unhesitatingly that it will not compare with that of the anonymous reviewer, who praises with rare discrimination. I have read nearly everything of importance that has been said about "Atalanta," and am of the deliberate opinion that very little has been added to the paper referred to. Later on, the same journal attacked the "Poems and Ballads" with a vigour that caused it to be nicknamed by Swinburne the "Saturday Reviler." But the men of that day could give a reason for the faith that was in them. The praise of Mr. Welby is not so discerning as that of the "scandalous" journalist of the great day of journalism. He quotes:

The gods guard over us
With sword and with rod;
Weaving shadows to cover us
Heaping the sod,

That law may fulfil herself wholly, to darken man's face before God.

This is good, but the greatness and splendour of Swinburne's first vigorous manhood, as well as the darkness of his creed, is not there but in a companion stanza:

For the dead man no home is;
Ah, better to be
What the flower of the foam is

In fields of the sea,

That the sea-waves might be as my raiment, the gulf-stream a garment for me.

Or is this not a fresher poetry with movement and colour and splash of water?

When the dove dipt her wing

And the oars won their way

Where the narrowing Symplegades whitened the straits of Propontis with spray.

Swinburne never wrote a more imaginative line than that dreary picture of the dead which occurs in a preceding stanza:

But thou, O mother, The dreamer of dreams, Wilt thou bring forth another To feel the sun's beams

When I move among shadows a shadow, and wail by impassable streams?

That last phase, "wail by impassable streams," is one of the most effective pictures of desolation ever com-

posed.

Mr. Welby's "ell of pedigree," with which Sir Walter Scott said every biography should begin, shows Swinburne was a typical outcome of his family. grandfather was born and bred in France and was partly French in blood, his mother having been a lady of the house of Polignac. He was a character of whom it was said that he and his horse were the two maddest things in the North of England. He died at the age of ninety-eight. Swinburne's father was Admiral Swinburne, who in 1836 married Lady Jane Henrietta Ashburnham, who gave birth to the poet on April 5th, 1837, in Chapel Place, Belgravia. Mr. Swinburne loved and cherished his mother, but it was always a grievance with him that he had not been born in Northumberland. He was educated at Eton, but was never popular there, sharing very little in the amusements of the average boy. Later on his constitution seems to have gathered strength, and he became an excellent horseman and swimmer. The lewas an amusement in which he took great delight. told many stories of his swimming feats late in life. The latter Eton he went to Balliol College, where he formed an enduring friendship with Jowett, who was just then beginning to wield influence there. Swinburne left Oxford without a degree, but he had done a very great amount of reading in several languages and already had formed a resolution to write. After leaving he went to live with Rossetti at Cheyne Walk, Chelsea, with W M. Rossetti and George Meredith as fellow occupants. It was about that time that he formed fellow occupants. his lasting friendship with Whistler, with whom he visited Paris several times. "Atalanta in Calydon" was published Paris several times. in 1865. It at once met with wide recognition. Ruskin enthusiastically hailed it as the work of a new Shakespeare. enthusiastically hailed it as the work of a new Shakespeare. Since then it has gone on pleasing an ever wider public. The essayist has nothing but praise for it. In "Atalanta" there are few signs of the "terrific diction" that was eventually to become Swinburne's habitual vice, but the strongest example is quoted with the remark, "No strongest example is quoted with the remark, "N dramatist has found words of more piteous eloquence. It is the passage beginning

Ho, ye that wail, and ye that sing, make way Till I be come among you.

A dreadful stark wading into the depths of pathos! It was a pity that Swinburne ever wrote in the dramatic form, as he had very little idea about the effective presentation of characters. The language used by one personage is the same as that used by another. It does not bear the print of an individuality as does the conversation of a great dramatist's creation. Mr. Welby's discussion of the "Poems and Ballads" is very interesting, whether we agree with it or not, but surely he misses the fact that Swinburne's passion was more or less manufactured. Even in such episodes as that with Adah Isaacs Menken, "that tawdry queen of the underworld," he was rebelling against convention rather than yielding to passion; and there was all the difference between his meditated defiance of ordinary moral codes and the spontaneous outburst of uncontrolled lust. That was really what the critics felt when "Poems and Ballads" appeared, and what they will ever feel. Swinburne at his best is always far away from

the flames and flowers of passion, as in those lines from the "The Garden of Proserpine":

From too much love of living,
From hope and fear set free,
We thank with brief thanksgiving
Whatever gods may be
That no life lives for ever;
That dead men rise up never;
That even the weariest river
Winds somewhere safe to sea.
Then star nor sun shall waken,
Nor any change of light:
Nor sound of waters shaken,
Nor any sound or sight:
Nor wintry leaves nor vernal,
Nor days nor things diurnal;
Only the sleep eternal

In an eternal night.

Here is perfect expression, not a word or syllable too much,

and yet the meaning full.

The freshness and glory and growth of May never have been described with greater richness than in the latter part of the famous chorus, "When the hounds of spring are on winter's traces":

And Pan by noon and Bacchus by night,
Feeter of foot than the fleet-foot kid,
Follows with dancing and fills with delight
The Mænad and the Bassarid;
And soft as lips that laugh and hide
The laughing leaves of the trees divide,
And screen from seeing and leave in sight
The god pursuing, the maiden hid.

Swinburne was a master of verbal melody, but his chase of it too often led to the introduction of little words and phrases that delay and weary the reader. And in his later work he lost the power to keep his narrative going. To read "Tristram and Iseult" is like exploring a sandy desert in which one here and there stumbles on a green oasis, and with aridity all around wonders if another is in existence. For my part I always think him most natural and attractive when adding to the Border Ballads or singing the beauties of Northumberland, whether its lovely strand and the goodly towns thereby or the rivers whose characteristics he knew so well.

O lordly flow the Loire and Seine,
And loud the dark Durance:
But bonnier shine the brass of Tyne
Than a' the fields of France;
And the waves of Till that speak sae still
Gleam goodlier where they glance.

It is doubtful, too, if Mr. Welby gauges the real effect of Swinburne's thirty years' sojourn at The Pines. Mr. Theodore Watts-Dunton was a very faithful and good friend to the poet, but of the two he was the more dominant, and it is questionable whether Swinburne's poetic faculty was at all benefited by the restrained and civilised life which he led under the critic's roof. Very probably his life would not have been prolonged to such an extent if he had been left to follow his wild Bohemian ways in London; but possibly there might have come from him more of that authentic poetry which he produced in the earlier period, and less of the innocuous verse that can be placed on the most refined drawing-room table. His great work came out of the unredeemed years.

THE NIGHTINGALE.

I said to the nightingale,
Hail, all hail!
Pierce with thy trill the dark,
Like a glittering music spark,
When the earth grows pale and dumb.—Anon.

T seems to be a generally accepted fact among really respectable Britons that, in order to be good, one must be unemotional, placid and stodgy. Wordsworth embodied this idea in his beautiful poem on the Nightingale ("St. Valentine's Day"), in which he nevertheless slanders his "creature of the fiery heart," merely because it has the gift of self expression, thus bringing it down to the level of Tennyson's "Wanton Lapwing" (another ornithological libel). Wordsworth exalts the monotonous cooing of the stock dorie, and considers it to be the emblem of all that is stedfast, serious and homely. I hope to bring forward sufficient evidence to prove that the emotional, rapturous nightingale, perfect artist and passionate

wooer, is just as capable of "love with quiet blending," of "serious faith and inward glee," as the mournfullest dove that ever wearied humanity with its tedious reiteration of one theme. Again, those poets who attribute sadness to the nightingale's singing—and they are many—are wholly mistaken. The eternal passion and eternal pain they read into its song are entirely human. It is because the dividing line between joy and sorrow is so indefinable that one feels a thrill of gentle melancholy—wholly enjoyable—pervading one's soul while listening to the nightingale,

Making twilight music on the dreaming boughs.

How can any bird's song be sad when its very mainspring is Love Triumphant? Least of all that of the nightingale's,

> Whose happy, noble heart, No dole can daunt, nor fearful force affright; Whose cheerful voice doth comfort saddest wight.



MINSTREL AND MASTER.

The real secret of the emotion produced by the nightingale is embodied in one line of Keats' Ode :

'Tis not through envy of thy happy lot— But being too happy in thy happiness.

Now, no human being is ever really too happy; we should all like to know what it feels like; but as "pure joy" can

only be obtained by solving a mathematical problem or a jig-saw puzzle, this enviable condition is beyond the reach of the common ruck of humanity, and so, just because we cannot grasp the ecstasy of the nightingale, we doubt the expression of it, and make him the scapegoat for our human griefs. The older and robuster poets realised that his was a song of joy rather than of sorrow. Chaucer speaks



Miss E. L. Turner.

NOT SCORNING DOMESTIC DUTIES.

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of his "loud rioting"; Gascoigne, whom I have already quoted, found comfort in it. Happier still is the exquisite little poem of King James I of Scotland:

And on the smalle greene twistis sat The lyt'll suete nyghtingale, and song So loud and clere, the ympnis consecrat Off lufis vise now soft, now lowd among, That all the gardyng and the wallis rong. Right of thairs song.

It is possible, however, that I came very near to experiencing

shadowed by overhanging trees, consequently on some days photography was impossible. But I could slip into my tent unobserved, at all hours,

So thick the boughis and the leavis green Beshaded all the alleys that were there.

Sometimes I took my camera, but most of the fortnight was spent in merely looking on and comparing the nightingale of poetry with the nightingale in real life. This nest was found for me by several enthusiastic Girtonians in the



Miss E. L. Turner. HOVERING OVER THE NEST WITH OUTSPREAD WINGS AND FANNED TAIL.

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pure joy during the fortnight spent beside the nightingales reproduced here. For years my efforts at photographing this species had either been unavailing or else frustrated. Therefore, the time spent in my tent close to this pair of nightingales afforded me the keenest enjoyment that I have ever experienced in bird watching, and amply compensated for previous failures. The intimate domestic life of many birds is often full of surprises, but the behaviour of these two surpassed that of all the others I have ever lived with. The nest was placed in a rough tangle of ivy and bramble,

seclusion of the college grounds. It contained four eggs, only two of which hatched. I put up my tent on May 25th, the nestlings appeared on the 28th and were fledged on June 9th. What struck me forcibly with regard to this pair of nightingales was the scant attention they paid to human beings. A path which wound round the shrubbery within a few feet of the nest was frequented at all hours by merry students; so also was the adjoining orchard. Ye the male bird would alight on a bough overhanging the path and merely eye a passing group of girls whose heads almost

came in con-tact with his tail, then drop down to the nest and quietly feed the

young. When bent on photography had first of all to fix back a large bram ble which creened the nest and also obscured my view This ction produced expostulation, and the language irate nightingale

can use would make the poets stop their ears! The angry "chur" is, I believe, chiefly uttered by the female; it is, in fact, almost her only note, capable nevertheless of many modulations. But the male can swear forcibly, and stands over you, the picture of indignation, ruffling his plumage and jerking his tail up and down to emphasise his remarks.

Although the nightingale has inspired some of the

noblest Nature-poems ever written, yet no poet has ever

yet done full justice to his love language. When such harsh-voiced birds as the shrikes, rails and grebes can express themselves in soft, low, caressing tones while tending their young, it is not to be wondered at that the most finished artist in the bird world should excel every other when expressing the highest of all emotions—the one passionate pressing the highest of all emotions—the one passionate attribute which binds in the Bundle of Life, all life, human and otherwise—love of their young, pride and delight in these, and tender care. This emotion was at its highest pitch in the male nightingale during the first three or four days after the nestlings were hatched, and when the entire feeding depended upon himself. Owing perhaps to somewhat and weather the ben breeded constantly for the what cold weather, the hen brooded constantly for the first few days. The male's approach with food was always



heralded by a few low notes, soft, clear liquid. and I mmediately hearing these the hen would look up, puff out her throat and respond with a single, almost inaudible note, rapidly repeated; then she would draw aside from the young and give each a slight peck. Meanwhile

male, when apparently just above my head, warbled a little lilting song. This could only be heard by anyone quite close to the bird, as it was intended solely for his mate's close to the bird, as it was intended solely for his mate's ears, and seemed more like a long-drawn sigh than a real song. I have never heard anything like it. Again the hen would look up, sometimes crouching low in the nest in order to do this. Almost at the same moment the male would alight on a bramble immediately over the nest, and hover there with outspread wings and fanned tail, every nerve quivering with emotion as he rapidly vibrated both wings and tail. After this display he dropped down beside the hen, gave her the food, which she administered to the little ones while he looked which she administered to the little ones while he looked on. Sometimes he stood by the nest with outstretched quivering wings spread over both the hen and the nestlings. found it almost impossible to photograph these exquisite attitudes; out of thirty exposures all except the one reproduced on the preceding page were failures. The photographer



can never reproduce the best that he sees. There is joy in remembrance, but we would like to share the pleasure with and also-convince sceptics. Apparently the male worked harder than was necessary for the support of only two babes, for the hen frequently held over a caterpillar or a bunch of flies until she thought they were needed. During the first three days the male brought food about every twenty minutes; but later on, when both parents were kept busy bringing food, the visits were more frequent. One day when I timed them the young were fed by both parents every fifteen minutes from 7 a.m. to 9.30 a.m.; then up to eleven o'clock every ten minutes. After that the hen brooded for about two hours while the cock brought Though there is practically nothing in the plumage to distinguish the sexes, I recognised the male by his low, clear notes. So little notice did the birds take of me and my rattling shutter that after a day or two I cut a conveniently large peephole in my tent, and by sitting well back was enabled to watch them at ease. They saw me, I knew, as any extra movement on my part produced bad language and angry swishings of their tails. Sometimes one or the other would hop up to the tent and inspect it all round. The male sang occasionally, generally towards midday while the hen was brooding; but the song lacked the fervour of the earlier days, and ceased altogether when the young were fledged.

An intrusive thrush occasionally came hunting for snails in the vicinity of the nest. This roused the male nightingale's wrath considerably. It was an infringement of territorial rights, and he expressed his displeasure by dashing at the intruder and driving him away. For the nightingale is no weakling. When they first arrive the males fight furiously, and are as pugnacious as robins.

fight furiously, and are as pugnacious as robins.

After the young left the nest I could never find them, though able to locate their whereabouts by watching the parents drop down with food. But they were well concealed in the thick undergrowth, and when able to fly I now and again saw them perched on a bough. At this age they look very much like young robins, but can easily be distinguished from the latter by their russet tails.

I do not know whether the almost extravagant affection betrayed by my nightingale is ordinary or extraordinary, as hitherto I had only watched this species when the young were nearly ready to fly. At that stage they keep their parents busy from dawn to dusk, and there is no time for the display of emotion.

E. L. Turner.

SCIENCE AT LEISURE.—III.

BOX-STONES AND SHARKS' TEETH.

By SIR RAY LANKESTER, K.C.B., F.R.S.

HE Red and the Coralline Crags of Suffolk are a practically inexhaustible treasure-house of wonderful specimens and entrancing problems. We have sampled the shells so abundant in them and speculated on their history. But the "nodule bed," or "bone bed," which is their earliest deposit-only a foot or so thick and resting on the clay surface-the Eocene "London clay," upon which it was quietly laid down by the shallow waters of the early days of the Crag sca-presents us with more exciting records, namely, bones and teeth of great animals. These have been known as rare and exceptional specimens for sixty years, and discoveries of new and interesting kinds have been made in every decade, not a few by myself. At last, as a culminating glory for our wonderful Rcd Crag-a new departure and rejuvenescence of its importance to science-there has come the discovery in this same sub-Crag bone bed or nodule bed, by Mr. Reid Moir of Ipswich, of flint implements chipped into shape and used for scraping, cutting and planing wood, skins and bone by a primitive race of man, who lived here in East Anglia before the Red Crag sea had submerged the clay lands of Suffolk and Essex and the chalk flats of Norfolk. We have estimated the date of these men as at least half a million years ago-and probably earlier!

The Sub-Crag "nodule bed," or "bone bed," is sometimes still called the "coprolite bed" because it consists largely—often to the extent of one-third of its constituents—of bits of hardened clay of a dark chocolate-brown colour, of great variety of shape, rounded and water worn, and varying in size from bits as big as one's thumb nail to picces as large as one's hand. It was discovered seventy years ago by that remarkable naturalist, Henslow, Professor of Botany in Cambridge, the tutor and friend of Charles Darwin, that these abundant hard black-brown nodules from the base of the Red Crag are composed to the extent of 60 per cent. of phosphate of lime, and he suggested that they might be used as a source of that substance by manufacturers of the valuable artificial manure known as "superphosphate." Henslow's suggestion led to the establishment of chemical works by Lawes, Packard and others in the neighbourhood of Ipswich and to the digging up of the "coprolite bed," as it was called, over many hundred acres of fields in south-east Suffolk.

The phosphatic nodules were at one time—owing to the spiral and egg-like shape of some of them—supposed to be the fossilised dung of extinct animals similar to those nodules from the lias of Dorsetshire, which are undoubtedly of this nature and were called "coprolites" (dung-stones) by Buckland. Now, however, it is known that the phosphatic nodules of the Suffolk bone bed are rolled bits of the subjacent clay, detached by the Crag sea and heaped up with great quantities of the bones of

whales and fishes. The sea-water slowly dissolved the phosphate of lime in the bones, and this was chemically attracted by and deposited in the bits of clay. This property of clay is now well ascertained, and explains the phosphatic nature not only of the sub-Crag nodules, but of similar nodules of an carlier geological age, from below the greensand at Cambridge and at Sandy, where they have been dug in large quantity for the manufacture of superphosphate, as were those in Suffolk. Similar deposits of fossil bones have been dug for this purpose in Florida and near Bordeaux, and as in Suffolk, the commercial undertakings have led to the turning over of immense quantities of the bone-containing deposits and the consequent delight of scientific naturalists by the discovery of great numbers of well preserved teeth and bones and even complete skulls of remarkable extinct animals which have been duly described, classified and named, and are now carefully treasured in our public museums.

The sub-Crag phosphatic clay nodules of Suffolk are often, when dug up, seen to be bored by perforating shellfish (Pholas and Saxicava) identical with those which are now living and perforate the reefs of London clay on the shores of Suffolk and Essex. They and big flints lying in the nodule bed are often encrusted with barnacles or, to speak more correctly, sca-acorns (Balanus), showing that they lay for some time where we find them in the shallow waters near the coast line of the Crag sca.

The "coprolite digging," as it used to be called, has now ceased, both in Suffolk and elsewhere, owing to the discovery of richer supplies of phosphate of lime elsewhere. The diggers used to make a trench or pit about twenty feet across and usually had to dig through some 10ft, or perhaps 15ft, of surface soil and Red Crag before reaching the nodule or coprolite bed resting on the clay. Localities were selected for digging where the overlying Crag and sand were not so thick as to render the expenditure in labour unremunerative. The coprolite bed, 1ft. or 2ft. in thickness, was shovelled up on to a clear space at the side of the digging and immediately put through large sieves, by which all the pieces as big as a cob nut and larger were separated from the sand and broken shell which form a large part of the bed. The larger pieces were then picked over by hand in order to remove hard substances, such as flints and rounded masses of sandstone, which were more than a third in bulk of the sifted nodules, and would have injured the steel mills to which the softer coprolites or nodules of phosphatised clay were transported to be ground to powder and treated with sulphuric acid yielding eventually the superphosphate used as The trench was filled in at one end and further dug out at the other end, day by day, and thus whole fields were traversed, turned over and their coprolite bed removed during the years 1860-95. Rarely has an interesting geological deposit received such a sifting and handling. Besides the phosphatic lumps and the flints and the sandstone nodules—which I may say at once are the remnants of an earlier

all erroneously regarded as having been alive in the Red Crag sea, whereas we now know that they were "fossils" then as they are now. The fact is, that the Suffolk nodule bed represents a sort of "sweeping up" or "washing up" of the coast



Fig. 1.—Photograph of the two halves of a broken box-stone from a coprolite digging near Woodbridge, showing the internal and the external cast of a Conus (C. Dujardinii). The genus Conus does not occur in either the Coralline or Red Crag; but this species is found in the Diestian beds of Belgium. Softened gutta-percha pressed into the concave external cast gives a perfect model of the shell. The specimen is in the Ipswich Museum.

Pliocene (or possibly to be considered as Upper Miocene) deposit, the Diestian or Black Crag, earlier than the Coralline Crag, as well as earlier than the Red Crag—the workmen found in picking over the sifted heaps great quantities of broken, water-worn pieces of hardened stone-like bone. These were chiefly bits of ribs, vertebræ and ear bones of extinct kinds of whales. But sometimes big pieces were found, and even more or less complete skulls of the peculiar "beaked whales," called Ziphius. Several different species from this bed have been named and figured. Large and shapely bones were put aside by the workmen and secured by collectors, but most of the bone went with the phosphatic nodules to be ground up. The diggers also soon learnt to pick out the teeth of all sorts which came to light in their siftings, and, since they got from 2s. 6d. to 10s. for some of the rarer kinds, many valuable specimens were secured, and have now passed into collections, such as that in

the Ipswich Museum (where there is a very fine series of all the interesting products of the Suffolk Crags—shells, teeth, bones and flint implements), that in the Natural History Museum in London and that in the remarkable museum at York, belonging to the Yorkshire Philosophical Society.

The clay which was broken up and became phosphatised on the Crag shore line was an upper layer of that early Eocene formation which we call the London Clay. same upper bed extended as far as Kent, and may now be seen in the Isle of Sheppey, where it is full of fossils - extinct kinds of crabs, lobsters, turtles, sharks and other animals. Many of these fossils are common in the bits of phosphatised clay of the Suffolk bone bed, and sixty years ago were

line at the time when the sea which deposited the Coralline Crag, and later the Red Crag invaded it.

The Suffolk bone bed is found below the Coralline Crag as well as below the Red Crag in some places, as, for instance, at Sutton, near Woodbridge; but remarkably enough, although containing the other materials found when in place below the Red Crag, that underlying the Coralline Crag does not contain the curious and abundant broken flints which are found in the latter. The flints which the workmen were accustomed to separate, together with the "box-stones," from the phosphatic clay lumps in the coprolite "diggings," were carried off to mend the roads. We none of us then suspected the existence of man at so early a period. But from what we have now learned through the discoveries of Mr. Reid Moir, there can be no doubt that we let slip a splendid opportunity for searching



Fig. 2.—Photograph of the two halves of a broken box-stone, showing the internal and external casts of a fine species of Trophon, which occurs also in the Diestian beds of Antwerp. From the Suffolk bone bed near Ipswich (Ipswich Museum).

for the flint implements of Pliocene man which will never occur again. The sandstone nodules were, however, very carefully studied. They are often to be found, as are the other components of the nodule bed, such as teeth and phosphatic clay nodules, on the seashore of Felixstowe and Bawdsey, washed out from the crumbling Crag cliffs. Some of them, when broken with a hammer, prove to contain hollow "casts" of shells, the lime of the shells having been dissolved by water filtering through the sandstone (see Figs. 1 to 5). They were called "boxes" by the longshore folk, and I accordingly gave them the name "box - stones." long time ago I collected

many hundreds from the coprolite diggings and from the seashore, and in the "Geological Magazine" of 1867 and in the Quarterly



Fig. 3.—Photograph of one half of a broken boxstone, showing the internal cast of the shell of a small species of Cassidaria, which is common in these stones and in the Diestian beds, and differs from the large Cassidaria which occurs in the Red and Coralline Crags, and was figured in my last article. This specimen was obtained by me on the beach at Felixstowe.

and found that they were species which occur in the Black Crag or Diestian beds of Belgium. Among them were species and genera

ceeded in identifying

a large

number of

the shells,

quite distinct from those of either the Red or Coralline Crag, vet abundant in the older Diestian deposit. One of the more remarkable of these is the Conus, photographed in Fig. 1; another the little Cassidaria (Fig. 3), while a small Isocardia, called Isocardia lunulata, is common in the box-stones and very common in the Diestian beds, but differs greatly from the large Isocardia cor of the Coralline and Rcd Crag-the only Isocardia found in those beds. I also obtained a very peculiar large and thickshelled species of Nucula from the box-stones which I had also collected at Antwerp in the Black Crag or Diestian beds, where it



Fig. 4.—Photograph of the two halves of a broken box-stone, showing the internal and external casts of the right valve of Pectunculus glycimeris, a very common shell in these box-stones, in the Diestian sands and in the Red and Coralline Crag, and still living in British seas and in the Mediterranean.

is abundant. It is unknown in the Coralline and Red Crag. Pectunculus glycimeris (Fig. 4) is common in the box-stones, and Journal of there are some other species common to the English Crags, the Diestian beds and the box-stones. I have to thank my the Geologifriends of the Ipswich Museum for lending me several of cal Society for 1870 the box-stones, here photographed. Thus it became evident that we have in the box-stones the remains of a deposit once wrote of them at existing along the Suffolk coastline, earlier than the Coralline length and Crag and co-eval with the Diestian beds of Belgium. figured same deposit is found in small quantity in pot-holes in the chalk several. By at Lenham in Kent; it has been identified by its shells. The the great early Pliocene Diestian sea laid down a deposit which in part, authority at any rate, preceded in place as well as time the Coralline and on Crag the Red Crag. This deposit, after being raised in all probability shells - the as dry land on the Suffolk coastline, was broken up and destroyed, elder Searles except these few rolled lumps and nodules, by the subsequent incursions of the sea which laid down the nodule bed and the Wood -Coralline and Red Crags. they were regarded as bits of hard-Once this is admitted we are able to give some account of ened Coralline Crag. But I suc-

Once this is admitted we are able to give some account of the whales' bones and skulls and the large sharks' teeth of the Suffolk bone bed. There are sharks' teeth about Iin. long very common in that bed, which have been derived from the London Clay. They are species of Otodus and Lamma, common in the London Clay elsewhere, and they are frequently found in the coprolite bed partly embedded in a big lump of the phosphatised clay. But there are also other much bigger sharks' teeth in that bed. These are the teeth of the great Carcharodon megalodon (Fig. 6), which often measure 5in. from point to base, whereas the teeth of Rondelet's shark, its nearest living ally, 36ft. in length, do not exceed 2in. in the same measurement.



Fig. 5.—Photograph of the two halves of a broken box-stone, showing the outer and inner casts of the right valve of a large species of cockle (Cardium). The specimen is from the "coprolite" diggings, and is in the Ipswich Museum.

It is therefore probable that the great extinct Carcharodon attained 8oft. to 90ft. in length. teeth, in perfect preservation with the fine, sawlike edge of enamel, are found in Miocene and Pliocene strata (but not in Eccene) in various parts of the world; for instance, in Malta and in Florida, where the largest occur. They also occur in the Diestian sands of Belgium, and I give here (Fig. 7) a photograph of one in perfect condition which I obtained when I visited Antwerp in 1564, and collected fossils the excavations which were then being made for the great fortifications hich have, unhappily, proved to be of so little alue in the present war. I wish to point out that hereas the Antwerp both (Fig. 7) is perfectly preserved with sharp, sawlike edges, the tooth of the same species of shark from the Suffolk bone bed (Fig. 6) is much waterworn and eroded, so that its saw-like edge is destroyed. It has even been partly bored by a shellfish, as the two round and other oval pits on it show. All the large sharks' teeth and the whales' bones and skulls from the Suffolk hone bed are in this same worn and rubbed - down state. The reason is that they were not (like the Antwerp tooth and the hundreds of beautifully sharp, preserved bones of whales and seals which have been collected from the Diestian beds of Antwerp and are preserved in the Brussels Museum) parts of animals which lived in the sea at the time when the deposit was laid down in which we now find them. They did not live in the Crag sea any more than did the London Clay crabs and sharks, of which we also find specimens in the Suffolk bone bed. They were originally deposited and fossilised long before the period of the Coralline and Red Crag in the Suffolk Diestian beds, since broken up by the Crag sea. That ea laid down the Suffolk bone bed, not with the bones of recently dead animals, but with bones and teeth derived from the destruction of an earlier fossiliferous bed. It is probable that the clay coprolite nodules obtained heir phosphate of lime from these fossil bones;

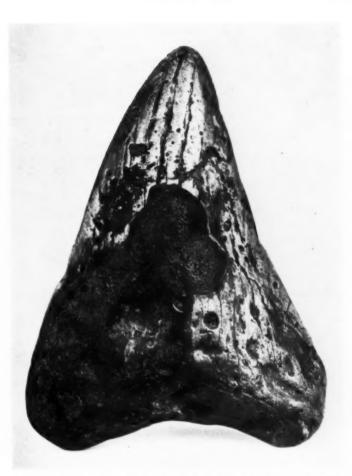


Fig. 6.—Photograph, of the natural size, of a water-worn tooth of the great shark, from the Suffolk nodule bed, showing adherent sandstone of the Diestian (box-stone) deposit which was broken up by the Crag sea.

The specimen is in my own collection.



Fig. 7.—Photograph, of the natural size, of a perfectly preserved tooth of Carcharodon megalodon, which was obtained by me from the Diestian sands in the fortifications of Antwerp in 1864. Its state of perfect preservation contrasts with that of the Suffolk specimens, such as that shown in Fig. 6.

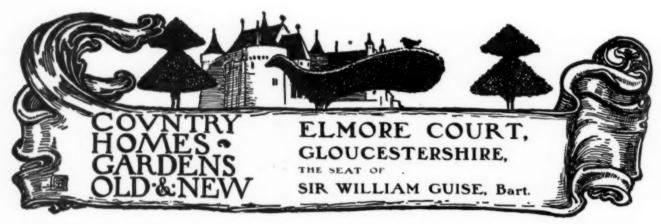
but it is possible that this process occurred before the Crag period, namely, in the Diestian period, when the bones were fresh.

That the box-stones really are fragments of this lost Diestian bed or formation is proved not only by the nature of the shells found in them, but by the fact that the peculiar sandstone which forms the boxstones is often found adhering to or embedding the large sharks' teeth as seen in the middle and to the left of the specimen photographed in Fig. 6. Box-stone deposit is also frequently found enclosing whales' teeth and bones of characteristic Diestian species.

Thus we have to recognise that the fossil remains of sharks and whales above mentioned. which occur at the base of the Red Crag (and of the Coralline Crag), do not belong, as was formerly believed, to the Red Crag period, and must not be allowed to give, as they have in the past, a false impression as to the antiquity of the Red Crag They are derived. itself. some from the destruction of Eocene strata, like those of the Isle of Sheppey, while another lot are derived from the destruction of a much later sandy formation of early Pliocene or Diestian age, actual bits of which, in a rolled and hardened state, are what we know as the "box-stones." Rarely vertebrae and other bones of whales occur in the Red Crag in a powdery, unmineralised state quite unlike that of the bones from the bone bed. They are those of whales which were living in the Crag sea.

The question as to the origin of the teeth of land animals (mastodon, rhinoceros, tapir, hipparion, hyæna, etc.), the enamel crowns of which are found in the Suffolk bone bed, remains to be considered in a later paper. They, and also the flint implements of man, were swept from the land surface and so into the sub-Crag bone bed, where they are now found. When were they swept from the land on which they lived?

(To be continued.)



HE land between the western slope of the Cotswolds and the tidal reaches of the Severn is an alluvial flat of wide extent, broken by occasional elevations of modest rise. Thus, Elmore parish, which is contained within a great bend of the river, has its "windmill hill," and, whereas many of the old timber-framed and thatched cottages are dotted near the lane where it is bordered by stretches of lush grass and rushes, the Court stands on a plateau and has a wide outlook over the lowlands and on to the encompassing hills. The high road from Gloucester to Bristol passes along one and a half miles to the east. There is no through traffic and no "development"; so that Elmore is a settlement where the spirit of the rural England of the past still exists. It looks its part, which is the exceptional one of being a manor that has descended, without any break, in the male line of one family for six and a half centuries.

Among the Elmore muniments is the original grant of the manor to Anselme de Gyse. In Shakespeare's "King John," Hubert de Burgh appears in a rather lurid light as the ready agent of the wicked monarch. But though he sided with John, he was an able and patriotic administrator, who saved England from the French in 1217 and ruled the country wisely during Henry III's minority. He became Earl of Kent and the possessor of many manors. A son John succeeded him and was the promoter of the Guise fortunes, although what the connection was, and whether of blood or of service, between the two families does not transpire. All that we know is that when Anselme de Gyse, surviving John de Burgh, died in 1295, the jurors, at the inquisition which then took place, found that he held, not only Elmore in Gloucestershire, but also Aspley Guise in Bedfordshire, of Hawisia, Lady Gresley, one of John de Burgh's daughters and co-heirs. The Elmore charter, granting the manor by the payment of one clove per annum, has the seal of John de Burgh attached. He appears as a mounted knight in armour, both shield and horse-mantling displaying his arms—lozengy, gules and vair—and these arms, differenced with a canton charged with a mullet, were and are the arms of Guise. Anselme may have adopted them as a mark of respect to the family to whom he owed his fortune, for there is no confirmation of Sir Robert Atkins' assumption, in his "History of Gloucestershire," that a Gyse, whom he calls Nicholas, married a

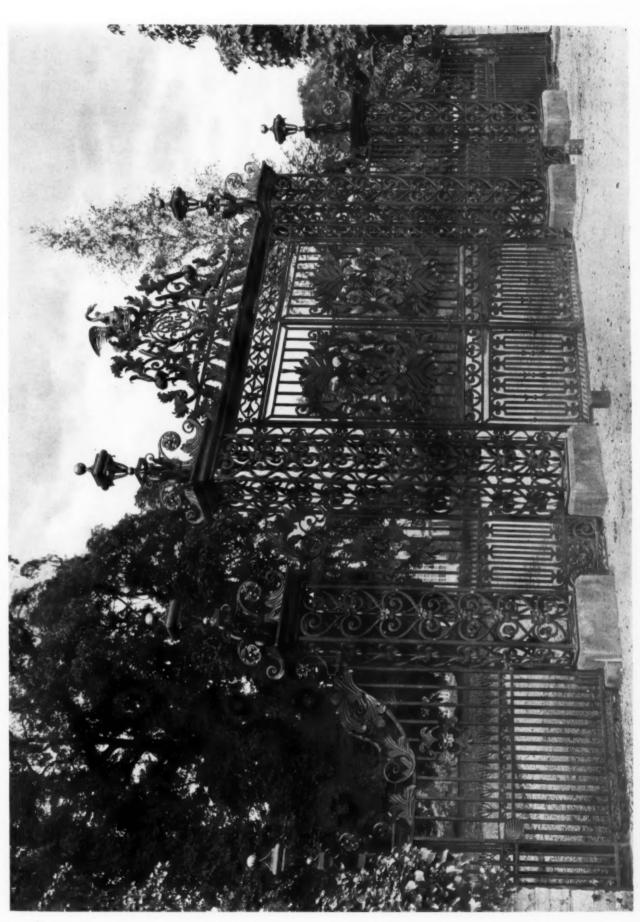


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ENTRANCE FRONT.

"COUNTRY LIFE."





"near relation" of John de Burgh, had Elmore with her, and took his coat. The charter is undated, but Sir John Maclean, in a paper on "Elmore and the Family of Guise," which he read before the Bristol and Gloucestershire Archæological Society in 1878, tells us that he discovered at the Record Office the fine passed for the warranty of the charter, and that it was levied in 1274 and took the form of one soare sparrowhawk given by Anselme de Gyse to John de Burgh.

From father to son, the descendants of Anselme continued to hold Elmore and Aspley Guise until Henry VIII seized the possessions of the monasteries, and then Aspley was exchanged for Brockworth, near Gloucester, which had belonged to the Priory of Lanthony. The Guises evidently

Bohuns, Earls of Hereford, at Harscombe." John was the son of William, and Bigland's view is upheld by the heraldry on the oak mantel-piece. The upper part is divided into three arched panels each one containing a shield set in a strapwork cartouche. The centre one is a quartering, and applies to any of the Guises who came after the John de Gyse who married the heiress of Sir William Wysham in the fifteenth century. But those on each side are impalements, and can only apply to the particular Guise whose arms impale that of his wife. The latter are the Paunceforte lions, and we find that in 1564 John Guise married Jane, daughter of Richard Paunceforte of Hasfield. Whether John Guise is responsible for the whole building or whether he finished what his father began cannot be decided, but it is

safe to assert that the main fabric and all the earlier details that remain came into being between 1563, when William Guise succeeded his elder brother, and 1588, when his son John died.

Later generations obliterated much that was then done, and it is only here and there that the Elizabethan work crops out. enough remains to show us in some measure what manner of house it was in style and in disposition. It will be noticed that the present perfectly straight roof and parapet have no counterpart below. There are two string-courses at the east end of the south front, one in its centre and none at the west end. Even the sash windows are irregular in size and position, while the mullioned windows, no doubt part of a perfectly reasonable and satisfying sixteenth century composition, are flagrant rebels against the classic discipline that the eighteenth century introduced and that the nineteenth century developed. the last-named period certainly belongs the western section of the south front, that is the portion having three rows of ash-windows five in a line. Painted on the great pedigree roll of the family, that was drawn up by the College of Heralds in 1842, is a vignette of the south side with this portion possessing its original No doubt it is a features. not very correct copy of a somewhat inaccurate earlier drawing-of which no trace can now be found-showing the house as it was in 1791, when Bigland tells us that " Many alterations and additions have been made upon a plan which has never been completed chiefly by Sir John Guise about the commencement of this century.'



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THE OAK ROOM CHIMNEY-PIECE.

"COUNTRY LIFE."

preferred concentrating their possessions in the county where they dwelt and had influence, and where they were soon to re-house themselves more amply, after the manner of their day. John Guise, who exchanged Aspley for Brockworth in 1539, was succeeded by two sons in succession. William, the younger one, lived on till 1574, which is a date late enough for the great carved mantel-piece in the oak room. On the shield held by the right-hand side caryatid are the letters "W.G." Hence it might be argued that this mantel-piece, and the house which contains it, date from before 1574. But if we turn to Bigland's "Gloucestershire," published in 1791, we find it definitely stated—probably from information supplied by the owner—that it "was rebuilt in the reign of Elizabeth by John Guise, Esq²⁰, with stone brought from the Castle of the De

picture on the pedigree shows much the same mixture of Elizabethan and Early Georgian features in the central and eastern portions as now exist, but westward of these rose a tower-like porch, and beyond that a many-gabled building. It needs but a glance to realise that the present portico is placed in front of what was one of the hall windows, the bottom part of which has been converted into a door. The original entrance will have been through a three or four storeyed porch, such as the Elizabethans favoured, into the "screens," a space now entirely cut off from the hall and occupied by a modern staircase. To the left, in the gabled building, were the offices. To the right, two entrances through an oak screen gave into the hall, lit towards the south by two double-transomed, three-light windows and a great oriel composed of four rows of ten lights. East of the

hall lay two parlours, while to the north, facing the oriel, was the way to the main staircase, which still remains and still has its great mullioned and transomed windows on three floors. Three floors the eastern portion of the house always had, and the top floor retains two mullioned windows to the south, lighting the room of which the stone mantel-piece, now illustrated, has, in its central panel, the figure of Time, which

is known as the oak room, and contains, as the "great chamber" always did, the most ornate chimney-piece in the house. It is the one of which the heraldry helps us to date the house. It is a large and fine example, thoroughly typical of its age, both in its merits and its defects. The general effect is one of agreeable richness, but both design and execution show the lack of delicacy and finish which,



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THE ELIZABETHAN STAIRCASE.

"COUNTRY LIFE.

gives its name to the room. The string-course passing beneath the windows of this room has a downward break when it reaches the hall oriel. True to the fashion which began to prevail under Elizabeth, the hall did not go up into the roof, but at the same time it was more lofty than the parlours and has only one floor above it. Here was no doubt originally a "great chamber" of equal size with the hall beneath it, although now divided. The portion over the oriel

with few exceptions, characterise the output of English craftsmen during the period when they sought inspiration from Flemish design-books. It is, and very likely always was, painted, the heraldry having its tinctures and the same colours—vert, gules and or—being used to throw the ornament into bold relief from a brown background. The bedstead in this room displays all the same characteristics and many of the same motifs including the favourite dragon

design. This, conventionalised into strap ornament, reappears as the carved oak frieze of the drawing - room wainscoting. It was widely used at the time of the building of Elmore, but in no county more freely than in Gloucestershire. The drawing-room mantel-piece is a dignified and restrained example in stone In those cases where such were originally painted— which, except for the tincturing of the heraldry, was somewhat exceptional—they imitated marble, and the more recent treatment imitating oak is a mistake. This is true also of the simple yet effective stone mantel-piece of strap-work design in the red dressing-room. An extreme love of paint evidently ruled at Elmore a while ago, for the panelling in this room and in the red bedroom is all painted, though the removal of it has been begun. Here the frieze panels are of a very good flat

strapwork design, and this suite, which, with the "Time" room, occupies the top floor to the east, shows that the Elizabethan builder of Elmore was liberal in his treatment of even somewhat subsidiary apartments. To their level, however, the main stair rises, for it is only one short flight higher than the landing, whence the "great chamber" was entered. It is this upper part of the staircase that the illustration shows. It has no ornament beyond its pilaster-shaped balusters, the shaping of the newel finials, the carving of the console beneath the top landing and the broken mouldings forming a sort of chequer on the deep hand-rail. But the good form and the free use of fine material give it presence. The newel-posts are seven inches square and the hand-rail is ten

and a half inches deep.
Such, so far as we can gather from what remains, was the home which, when Elizabeth was Queen, replaced the "messuage with garden and courtlage" that Anselme de Gyse left behind him when he died in 1295. He, being the



BED IN THE OAK ROOM.

"COUNTRY LIFE."

first Guise of Elmore, begins the pedigree as given by Sir John Maclean, who warns us that anything earlier "requires authentication." Heralds, however, have carried it back to Norman times. We hear of a "Gilbert de St. Valery who married Papia, the daughter of Richard, the second Duke of Normandy," and whose descendant came over to England with his kinsman William the Conqueror. Thence, under Henry I, sprang one Guy de St. Valery, who obtained the Bedfordshire Manor of Aspley whereupon both the manor and his heirs de St. Valery, who obtained the Bedfordshire Manor of Aspley, whereupon both the manor and his heirs became known by his Christian name. As we know that Anselme de Gyse, who is given this Guy de St. Valery as a great-grandfather, held both Aspley and Elmore from the heirs of Hubert de Burgh, Sir John Maclean considers this story to be "very doubtful." From the sixteenth century to recent times the College of Heralds has been a fertile field for the production of such elongated trees, and it is



DRAWING-ROOM.

"COUNTRY LIFE."

rare even that the imaginative portion of these Norman descents ends as early as the reign of Henry III. and still more rare that the male line of a family has continued to hold the same acres as long as the Guises of Elmore have done, and They were local magnates, who that is their real distinction. seldom stepped out on to the wider stage of national history.

At such fateful periods as the War of the Roses, the Reformation and the great Civil War, we hear nothing of them, for they took no prominent part or decided line, and so came safely through the storm. It does not seem to have been from any decisive acts of loyalty or sufferings in the Royal cause, but rather from local importance and wealth, that Christopher Guise of Elmore was created a baronet soon after the Restoration of Charles II. He added to the family possessions by the purchase of the manor of Rend-

near Cirencester. combe. was evidently a period of affluence, for within forty years of his death, in 1670, a new house was built there, of which there is an engraving by Kyp in Atkins' "Gloucester-It represents a typical William III house with hipped roof, a nine-windowed front, formal grounds and walled gardens, of which the principal one is entered, opposite the centre of the house, through wrought-iron gates. These are wrought-iron gates. certainly correctly drawn, as they exactly represent those which now form the entrance to Elmore and which were brought from Rendcombe before that place was sold in the nineteenth century. Alas! the delightful old home was not appreciated by the new owner, who swept it away and set up a new one in its stead.

With the building Rendcombe came the deser-tion of Elmore, and Atkins, who published his County History in 1712, calls the then owner "Sir John Guise of Rendcombe." This was not Sir Christopher's son, who had died in 1695, but his grandson. Atkins does not tell us which of these two Johns built the house, but merely called it new. The gates, at least, must have been very recently set up, for they have all the appearance of being the work of William Edney. He was certainly a follower of Tijou, and perhaps began life under him as one of the craftsmen engaged on the choir screens of St. Paul's. But he settled down on his own account at Bristol, and much good work in the city and about West Country is due to him, the exceedingly fine example at Tredegar Park, in Monmouthshire, having been illus-

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December, 1908. The accounts of St. Mary Redcliffe show that he made the gates to the chancel in 1710, and this was probably an early date in his career as a master man, as he seems to have continued his output until 1740. His embossed work principally composed of acanthus leafage, was not equal to that of Tijou or some of his other followers, but was certainly better than we find on the Elmore gates, and it must be surmised that this decidedly perishable form of iron ornamentation was found in bad condition when the gates were moved from Rendcombe to Elmore, and was replaced by a far less expert nineteenth century hand. But the general design and all the main details bear evidence of being Edney's work, and should be compared with the gates of Tewkesbury Abbey, which he is believed to have executed for Lord Gage in 1734. It must be this same Sir John, who lived on till 1732, that Bigland alludes to as responsible for the early eighteenth century altera-tions to Elmore. He may, then, have used it as an occasional residence, although Bigland, writing in says that "For many years it has ceased to be the residence of the Family." If occupied at all it was by a tenant. It was at Rendcombe that Sir William Guise the last of the male line of the first baronet, was both baptised and buried. His sister, who had married Shute Barrington, Bishop of Durham, seems to have had Elmore and Rendcombe for life, but the title was at once revived in favour of a cousin. Henry Guise had been the youngest of Sir Christopher's brothers, and he, his son and his grandson, are described as "of the City of Gloucester."



THE HALL ORIEL.

The last named married the heiress of Highnam, which lies John, in due course, succeeded and had "a beautiful seat when Rudyard published his County History in

In the April of 1783 his cousin, Sir William Guise, died, and in the December following were issued the letters patent creating Sir John Guise Beronet of Highnam. On Mrs. Barrington's death in 1807 his son, Sir Berkeley William Guise, came into Elmore and Rendcombe, and he, in 1834, was succeeded by his brother, Sir John. He was a distinguished soldier, who commanded a regiment of grantle at guished soldier, who commanded a regiment of the decisive battles of the Peninsular War, attained the rank of General and was given the Grand Cross of the



IN RED DRESSING-ROOM. "C.L"

Order of the Bath. He must have found the amily finances de-pressed, for he sold Rendcombe, Highnam and Brockworth and took up his residence at Elmore. where he died in 1865 at the age of eighty-eight, having enposition of being the senior general officer in the

army. He would find a place so long deserted by its owners in need of much reparation, and he set to work to make

Elmore what it is now, although a good deal was left to Elmore what it is now, although a good deal was left to be done by his son and by his grandson, the present owner. The garden picture shows a broadly treated formal parterre beset with gay beds and borders, enriched by statues and sundial, and bounded by a yew hedge over which the eye traverses the rich, well timbered alluvial flats till it rests on

the hill-land beyond. Within there is much to enjoy and interest. The Elizabethan features have already been described, but the dignified effect of the great oriel from inside the hall should be noticed. It draped with great e m b r oidered curtains, and beneath it stretches a large Louis XVI sofa, covered and cushioned in the same manner. They cam e to

Elmore, together with chairs to match now in the drawing-room, from Essex, where the whole, including a bed, was gradually got together, after having been dispersed from their original home, Kew Palace. The material is a yellow original home, Kew Palace. The material is a yellow silk, now pale and worn, with great blue flowers and yellow stalks, massively embroidered, it is said, by the ladies of Queen Charlotte's Court. A quilt to match, no doubt belonging to the bed, is now at Hampton Court. If the dining-room is essentially modern in appearance it is full of links with the past, for here is an oak table of great size and solidity, not long ago rescued from one of the cottages in the village, but, without doubt, a possession either of the John Guise who built the house under Elizabeth, or of his son, Sir William, who lived till 1642 On the walls are family portraits—Sir Christopher, the first baronet, with

slight moustache and imperial. his shirt w i de about his neck and breast his son, Sir John, i n armour with his wife and three children, of whom the boy holds his casque. But the most notable picture is Reynolds' canvas re presenting the Sir John, fourth of that name, together with his daughter, after wards Mrs. Barrington. Next hangs her brother, Sir William, the

bachelor who



IN THE "TIME" ROOM.

closed the line. beautiful. The His face lacks strength, but his clothes are The lace cravat and cuffs are of the finest, while the coat is of a rich terra-cotta brocade heavily trimmed with silk fringes and tags. His cousin, Sir John of Highnam, is also here, and through him no doubt has come to Elmore a por-

trait of Cromwell, which he gave to his friend and supporter. ook of Highnam, whose last descendant was this Sir John Guise's mother. Her portrait hangs on the staircase.

Elmore has undergone many changes and some vicissitudes. But it remains full of interest, architectural and archæological, and has the sympathetic charm of a fine English home,



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THE SOUTH FRONT.

"COUNTRY LIFE."

cellently equipped for to-day, but strongly linked with the past.

MORALITY FOR THE YEAR'S END.

Nothing abides of summer's dower of gold, The last rose dies, The singing-birds are dumb, The year's grown tired and old; Soft as a dream, out of the leaden skies The first shy snowflakes come; O stricken year, Though joy abide not, deathless hope is here; God's trumpeter the wind shall summon spring Out of the night for thy glad wakening, To bid the shadows pass, the long strife cease, And lay on thy cold lips the kiss of peace. ANGELA GORDON.

SOME ENGLISH FURNITURE AT ARUNDEL CASTLE.

N reviewing the furniture of great English houses, it is necessary to draw attention to isolated examples once forming part of a large suite, but in the course of years furniture was apt to be altered from its original arrangement in the individual rooms; our ancestors did not form collections of furniture from past periods, and were inclined to scatter and rearrange the possessions of their predecessors. With the new and fashionable houses built during the first part of the eighteenth century much furniture contemporary with the completion of the building was purchased, though we find many specimens of the preceding century still retained in houses where only alterations took place. It was, however, probable that a more or less clean sweep of sixteenth century and Jacobean furniture was effected in the new fashionable Georgian houses, and that it was given away or consigned to the enormous vailted basements or rambling attics, where, indeed, it is still to be found. That these great houses were frequently refurnished when the heir succeeded to the property is proved by a letter from the Duchess of Buckingham to the celebrated Mrs. Howard, dated August, 1723, à propos of the writer selling her house to the Prince and Princess of Wales:



1.—GILT "LION" CHAIR.

"If their Royal Highnesses will have everything stand as it does, furniture and pictures, I will have three thousand pounds per annum; both run hazard of being spoiled, and the last to be sure will be all to be new bought, whenever my son is of age. The quantity the rooms take, cannot be well furnished under £10,000." No doubt, on such occasions, sets of furniture no longer fashionable were either displaced or distributed among other members of the family. It is otherwise difficult to account for the portions of suites found in such an important house as Arundel Castle, and although an interesting collection of furniture has been formed by the present Duke, it is mostly French and Burgundian in type, and is not, perhaps, quite so technically interesting as the remarkably fine Georgian specimens which occur in many of the rooms, and have, therefore, been selected for illustration.

Fig. 1, an early Georgian gilt chair of about 1728, is a magnificent variation of what is termed "Lion Furniture." This particular type was representative of the most aristocratic and fashionable furniture made between 1722 and 1735, during which period the head, legs and hair of the animal formed important decorative features, particularly on chairs and sofas. In this instance the woodwork is gilt, the carving showing great



2.—EARLY GEORGIAN.

certainty in the conventional treatment of the lion-head arms and of the legs. The shaggy tufts of hair and muscular development of the knees and hocks give an effect of much strength, the back legs being decorated as well as the front. This same treatment can be seen on a set of chairs at Hornby Castle belonging to the Duke of Leeds, though these are of Cuban mahogany and perhaps a few years later in date (illustrated in Country Life September 27th, 1913). This Lion style is very representative of the gorgeous furniture made to suit the ponderous and



3.—CIRCA 1718. GILT.

extravagant taste that existed towards the end of George I's reign. Another fine gilt chair of the same period, shown in Fig. 2, is one of a set. An eagle motive is adopted throughout in place of the more usual lion characteristics; the arm headings are carved with great force, the supports, exceeding 81 in. in circumference, being covered with the neck feathers of the bird; the legs are also imitative of the eagle, the unfeathered portions being rendered with great fidelity. The design of the original needlework, coloured flowers on a black ground, on the back, arms and seat, is in admirable scale with the chairs, and is especially interesting insomuch as eagles' heads are introduced into the pattern, and was probably worked by members of the family. Duchesses of that time were interested in the fashionable pursuit of working their own chair coverings, and this is shown by the joint letter of the poet Gay and the Duchess of Queensberry, written to Mrs. Howard in August, 1730, as follows: "The chairs go on with great diligence



4.—WALNUT "LION" TYPE.

just as great, and, as a matter of fact, the furniture designed by William Kent would not possess half its attraction ungilt, as it was originally designed with a view to the former treatment. It is interesting and instructive to compare the fine gilt armchair (Fig. 3), one of a set of ten of about 1718, with the two preceding specimens, on account of its French origin and as a typical example of what is called late Louis XIV. It is this type that inspired William Kent, when designing and superintending the Houghton furniture, so much of which was carried out by foreign workmen employed at that time upon the house. It can be observed that the scale of the French detail is somewhat smaller and perhaps more dainty than on the English adaptations. The back is still tall, in the early manner, but the undulating lines of the seat rail, the deep shell pendant, the pretty treatment of the human heads. the pronounced scooped-out C-scrolls on either side of the legs, the broken fetlock joint terminating in a club-foot, and the flat arms with the scrolled ends







5.—ELEGANT SPLAT TREATMENT.

and application, and if you please to come and sit down, you may take your choice of two or three, and she says just now that she hath a particular reason for your coming, for you will be in a more poetical situation sitting upon a group of flowers than hoydening a-horseback in a crowd."

Gilt furniture at this period played an important part in distributing brightness in the large and sometimes colourless state rooms of Georgian architecture. The tall oak panelling so popular from 1675 to 1715, which had invested rooms with a certain sense of warmth and comfort, was replaced by similar construction in deal, painted cither in a delicate colour with white mouldings or entirely white. A feeling of bareness was consequently apparent which the gilded furniture must have counteracted to a great extent. Where lavish expenditure and more ostentatious taste adopted the fashion of hanging the walls with figured velvets or damask, often of Spitalfields manufacture, the desire for gilding appears to have been

6.—THICKSET CHIPPENDALE TYPE.



8.—HEPPELWHITE SHIELD BACK.

7.— ПОСОСО НООР ВАСК.

decorated in a gesso pattern, are all representative of the French School.

A great contrast to the foregoing example is Fig. 4, a chair in the east drawing-room which is entirely of native inspiration and represents a well proportioned piece of walnut and lion furniture of about 1725. The outline of the back is of graceful fiddle form, centring in the plain vase-shaped splat that began at the close of Anne's reign. The surfaces of the back and seat frame are veneered in bird's-eye walnut with a finely considered shell cresting in low relief. The lion masks on the legs are barbaric in type and possess the curious features of a shell decoration used as a head ornament to the animal's face; the beard travels down the face of the legs in place of the ordinary husk or acanthus ornament. The whole chair is exceptionally elegant.

In Figs. 5, 6 and 7 Chippendale's influence is strongly apparent. The example shown in Fig. 6, from a bedroom in the Percy lodgings, is of a thickset type, combining a great many of the



9.—FIGURED SATINWOOD.

of the numerous contemporary makers who admired and copied Chippendale's patterns. The tracery of the splat is elegant and foreshadows the Gothic motives of his later period. A very different class of treatment can be seen in the beautiful chair (Fig. 7), where every portion of the design and detail proclaims its origin, for in the sinuous curves which pervade the entire construction,

Chippendale's hand may be traced in one of his most favourite phases, the rococo. In order to effect an entirely homogeneous result the master has reverted to the hoop shape found on the backs of early Georgian chairs. He cleverly amalgamates these with a Cupid's bow cresting and emphasises their graceful lines with a repetition of delicate carved relicf. Suggestions of Chippendale's later Gothic style are everywhere evident in this beautiful splat. The seat rail is plain, except for a minute top moulding of egg and tongue, but its lower line undulates in Cupid's bow carving, uniting gracefully scrolled legs, where the rococo motives are kept in quiet restraint. As a successful pattern representing the surrounding sentiments of its decade, this chair considerably excels the highly prized and well known variety called "ribbon-backed," specimens of which have been already illustrated from those in the possession of Lord St. Oswald at Nostell Priory.

Although much other furniture of this picturesque time exists at Arundel Castle, we are forced from want of space to

motives used by that turn now to the interesting transitional period when Chippendale master, but lacking and Robert Adam met in conjunction, and when the genius his usual fine proof the latter designer triumphed over the more pictorial and portions. The early fantastic motives of his predecessor. It cannot be too often shell ornament is seen repeated that the patronage of Adam furniture was enforced introduced on the upon householders by his firm, and this not so much by legs; bird-headed the vagaries of fashion, but because no other style was arms accompany an suitable to the architectural decoration that the brothers had produced. It is probable that the public, as at all times, acanthus-edged splat was prepared for a change and that European taste had been centring in a piece of Chinese latticegradually trending towards greater simplicity in decoration; work, an incongruous but it was reserved for Robert Adam to force his taste and combination which opinions upon England. His style has been proverbially termed Chippendale himself English Louis XVI, but even at its commencement in 1759. his leading motives were in stricter consonance with classical would never have permitted. No. 5 was than French prototypes. probably made by one

There are no examples of this first period at Arundel, but



10.—PAINTED SERPENTINE COMMODE.

in the Heppelwhite shield-back chair (Fig. 8), from a set used in the private gallery at the chapel, can be seen a good example of about 1770. The construction, though comparatively slight, is exceedingly strong, the carving being confined to important centres and junctions of the interlacing lines; the legs are by no means so deficient in strength as their tapered appearance suggests. The absence of stretchers, usually found in straightlegged Chippendale chairs, therefore demanded most careful construction and selection of wood. The upholstering of the seat may not be original but it is correct, representing the simple covering found on most mahogany chairs of that time. Fig. 9 is one of a set of four pedestals and urns in the dining-room, showing so late a development that they might almost be contemporary with the arrival of Sheraton in London in 1790. figured satinwood urns, 3ft. high, are painted with festoons of blue drapery and bunches of pink roses. The pedestals, inlaid with mahogany and satinwood, are painted with panels in the manner of Pergolesi and banded with ribbons and roses,

but the execution lacks the beautiful finish of the work to be seen in the commode (Fig. 10) which stands in the gallery outside the dining-room. This is of serpentine form and beautiful proportion. The groundwork is of deep ivory-white, diapered with a delicate green network knotted with rose, the fluted piers and bandings are gilt and, with their close, palmated capitals and pineapple feet, indicate the approach of the style known as Empire. The oval panels are filled with figure subjects in the taste of Cipriani, and the frieze is painted with a graceful

scrolling of poppies centring in a sun-face surrounded by cupids; the top is edged with a broad border of garlanded flowers. The painting of this exquisite piece still maintains its original brilliancy, and has never been retouched. It represents the period when inlay was often discarded in favour of painting for the decoration of these drawing-room and boudoir commodes. In order that the painted surface should preserve its smooth uniformity such cabinets were made in well seasoned mahogany as in the present example.

Percy Macquoid.

IN THE GARDEN.

THE BEST CHRISTMAS ROSES.

This season, when most hardy plants are taking a well carned rest or quietly working beneath the soil in preparation for a floral outburst when the elements are more favourable, the Christmas Roses or Hellebores form a particularly interesting and pleasing feature in the outdoor garden. To the novice, and occasionally the experienced cultivator, these plants present certain difficulties, due in nearly every instance to the lack of a clear conception of their requirements. Once these are fully understood and provided, the Hellebores are not more difficult to grow than a great many other, and often less beautiful, hardy herbaceous plants. Just what their requirements are it may be advantageous to consider now that the flowers of some species and varieties are before us. First of all we must look to the character of the plant. Its long, fleshy roots indicate to those who understand such things that deeply cultivated soil that is not too retentive of moisture is essential. This must not be taken to mean that sandy soil will do; the ideal is a good deep loam, rather on the clay side, with excellent drainage. The latter is most essential, as the fleshy roots are very liable to decay if subjected.

subjected stagnant moisture for any consider-able period. Where ideal does not exist it can usually be provided, OI the existing earth treated so as to bring it as near as possible to the rather stiff loam advocated. Then, deep Then, digging, or trenrather ching, is desirching, is highly desir-able. For two feet at least, and prefer-ably three, the soil ought to be well broken up, and in the bottom strata a liberal amount of decayed farmmanure should be

CHRISTMAS ROSES GROWING AMONG HARDY FERNS.

should be thoroughly mixed. Providing the soil is right, situation does not matter much. It is true that the plants appreciate a little protection from scorching sun during the summer months, but I have seen them thriving well quite in the open, and in the southernmost counties of England. At Kew they are freely planted among hardy Ferns under the shade of tall trees, a position that they seem to revel in, though one would have thought that the roots of the trees would rob them of the necessary food. However, there they are, and the association of the russet brown fronds of the Ferns, curled around the pearly white flowers of the Christmas Roses, is as pleasing a winter picture as the most fastidious artist could wish for. The carpet of dead leaves and the fronds of the Ferns also protect the blossoms from cold, cutting winds and the splashing of soil during heavy rains. To keep the flowers clean, and for that purpose alone—the Christmas Roses are perfectly hardy—ordinary wooden garden frames and lights are sometimes placed over the plants in private gardens at this season, and for that reason they are often grouped closely together in colonies of convenient size. This is particularly the case where the blossoms are required for cutting, a use for which, owing to their lasting qualities, they are admirably adapted.

Undoubtedly the greatest stumbling-block of all to those who essay to grow these charming flowers is transplantation. Textbooks and a good many people who ought to know better tell us that they transplant badly or that they are impatient of disturbance. Though we would not advise an annual, or even a biennial, lifting, they are not more difficult to move than a good many other herbaceous plants, but it must be done at the right time. Experience and a knowledge of the plant teach as that this time is August and September. It is then that the plant commences to make its new main roots, and to disturb it at any other season will assuredly lead to failure. Even at that season some care is necessary, owing to the brittleness of the roots. Those that are broken usually decay, hence the careful gardener will see to it that they are damaged as little as possible. If this precaution is taken and the plants put in at the season named, the greatest difficulty in their cultivation is overcome. Naturally if, as is most likely, the soil is dry it will receive a good soaking after the plants are in, and in subsequent years, when established, a mulch of well decayed manure early each spring will prove highly beneficial. Of species and varieties there is a goodly host, and providing the best are

grown, they can be had in bloom from early November until well into April. The best known of all is the old Christmas Rose, Helle-borus niger. The white flowers are usually produced one on a stem, which rarely grows more than six inches high. They generally open about Christm a s, a continue and good condition for some weeks. much more beautiful kind is H.altifolius, often erron-eously named H.niger maxi-mus. It has mus. It has larger flowers than H. niger,

and these are white, beautifully flushed rose pink. They come two or more on a stem, which often reaches a foot or more in height. This, as well as the leaf stalks, is beautifully mottled dull red on green. The first blossoms often open early in November and others maintain the display until well into January. A strong-growing variety of H. niger, known as H. n. major, is, or was, largely grown in the neighbourhood of Bath for providing cut flowers for market. Its stronger constitution renders it a more desirable plant than H. niger. H. n. carnea, sometimes named Apple Blossom, has white flowers tinged or shaded pink. These are borne on tall stems, but as the segments are set wide apart their appearance is not pleasing to everyone. It is, however, a charming plant, the purple-brown shading or mottling on the stems providing an additional attraction. Another variety of H. niger, and, I believe, of Belgian or French origin, is named Mme. Fourçade. It is very hardy and free flowering, and the blossoms are of excellent substance, though not quite so large as those of

the type.

H. olympicus is a tall, slender-growing species with greenish-white blossoms which open during January, February and March.

Owing to its long stems and graceful habit it is a very useful Owing to its long stems and gracerul habit it is a very useful kind for cutting. Of red-flowered Hellebores there are several good ones to select from, but the best that I have seen is H. colchicus. This has large, purplish-red blossoms of great substance, and these usually open from the end of January onwards. The leaves are very thick and leathery, and the whole plant presents a bold and pleasing appearance. Several interesting hybrids and varieties have been raised by crossing this and

other species or varieties, some of them having almost a chocolate hue and others being green or greenish-yellow striped or mottled with purple. Undoubtedly there are great improvements yet to be effected among this most interesting race of winter-flowering plants, and anyone with some knowledge of hybridising or crossing, and the necessary leisure and convenience, could scarcely undertake a more fascinating task.

F. W. H.

LITERATURE.

Under the Tricolour, by Pierre Mille. (The Bodley Head.)
THE original title of this book, which has been translated from the French
by Bérengère Drillien, is "Barnavaux et Quelques Femmes," and it tells of various adventures of Barnavaux, a splendid and lovable ragamuffin the Colonial Infantry. The author has a good deal in common with Mr. in the Colonial Infantry. The author has a good deal in common with Mr. Rudyard Kipling, and there is something both of Mulvaney and Ortheris in Barnavaux—a soldier once and for ever, constantly promoted only to be degraded again, full of wisdom and pluck and kindliness, of impudence and of many vices. There is the further likeness, too, that nearly all his adventures take place, not in France, but in Annam or Africa, and part of the author's skill is in making us feel the atmosphere of these places, the wetness or the mistiness or the blazing heat and the threatening fever. One of the stories mistiness or the blazing heat and the infreatening rever. One of the stories is actually dedicated to the author of "The Finest Story in the World," and tells of the sufferings of a galley-slave at the Battle of Actium, but this is one of the least successful. It is of little moment, however, whether or not M. Pierre Mille owes anything to Mr. Rudyard Kipling as regards the first ception of these stories, for he has made of them entirely original works rt. All are striking in different ways, but there is one, the first in the book, that stands out far above the rest and is worthy of comparison with the work of the greatest of French short-story writers. For directness and restraint, for marvellously skilful economy of language, for the most genuine tenderness and beauty, this story of Marie-faite-en-Fer seems to us to stand on very lonely heights. Marie is one of three poor women deliberately shipped out for the garrison of one of the outposts of the French Empire in Africa, a new township of mud and straw huts set in a swampy land of yellow fever. The other two, Pasiphae and Carmen, died quickly, and Marie remained, reigning there a queen, the only white woman, "kind, gentle and peace-bringing, ignoring her shame." When the yellow fever came she helped her lovers to die or nursed them back to life. At last, when rain ceased and the fever abated, there came a General from France.

"The survivors, with those of their officers who had escaped, marched past him with their rusty arms and creaking gun-carriages, which, by the way, were drawn by themselves, as all the horses had died. And led by the Major, behind his stricken company came Marie-faite-en-Fer, abashed and awkward, protesting that she did not know why they wanted her.

"Our Sister of Mercy,' said the Major, as he presented her to the General.

"The General already knew all about her. He saluted her very gravely; with all his heart he saluted her, before the men, the officers and the colour "'I have not the power to decorate you, madame,' said he. 'Will you permit me to embrace you?

Never in all her life had Marie-faite-en-Fer been asked such a question

Will you permit me to embrace you?' And she wept."

But no single quotation can do justice to the most touching and poignant quality of this story. It throws the others unfairly into the shade, for they too give admirably vivid pictures. "The Lepers' Island" is horrible, but it is marked by severe restraint. "Barnavaux Victorious" is not restrained at all, but is full of breathless laughter, telling of the glorious state of intoxication of all Toulon when the Russian Fleet came there. At a moment when the French "Tommy" is the subject of so much interest and admiration in our eyes, Barnavaux should receive a particularly warm ome, but it would be his due in any case

The Black Monk and Other Stories, by Anton Tchekhoff; translated

by R. E. C. Long. (Duckworth.) CHECHOFF (if we may spell his name in this simpler fashion), if he is not in the first class of Russian writers, is at the top of the second. In power of observation and narrative he is superior to Korolénko, Kúprin and the rest. He found a field which had been left unworked by the greater writers who came before him, and under his hands it proved inexhaustible. He generally leaves alone the highest and the lowest classes of Russian society, the landowner and the peasant; his eye is fixed on the middle class, who hardly figure at all in Tolstoi or Tourgénieff. He was a doctor himself, and he describes in a multitude of little pictures the life of professional men—lawyers, doctors, merchants and officials of all kinds. And he prefers to dwell on the small worries and annoyances rather than on the tragedies of such lives. His writing has something in common with Thackeray's "Book of Snobs." The collected edition of his works contains sixteen welcome. Snobs." The collected edition of his works contains sixteen volumes, and nearly all are made up of short stories. Where the material is so abundant, nearly all are made up of short stories. Where the material is so abundant, it is difficult to make a selection; but the twelve stories in this book hardly give a fair idea of the author. "The Black Monk," for instance, deals with the supernatural, which lies quite outside the ordinary themes of Chéchoff. And there are some stories not found here which no selection should omit, for instance; "Dúshetchka" ("Darling"), a picture of female character which is the subject of endless discussion among Russian men and women. The translation is fairly accurate, and reads easily on the whole. But there are places where the English reader will be puzzled or pained. What is a "hemorrhoidal official"? Is he merely billious or something worse? What Englishwoman would say to her husband, if he seemed to be going mad, "You are ill, psychically"? The adverb

may be tactful, but it is not comfortable or common. For a translator from Russian the question of transliteration is a difficult problem. We read here the word mushik, which looks like a bad spelling of "music"; the French moujik does represent the sounds and accent; but "peasant" is the best equivalent in English. In one of these stories some patients are fed on cabbage soup and porridge: the first of these dishes is called by the translator shtchi and the second "porridge," yet kdsha is a much less formidable word than shichi, which Russian, however, expresses by one consonant and one vowel. A translation of all Chéchofi's stories would make a bulky book, but it would be full of entertainment.

Coasting Bohemia, by J. Comyns Carr. (Macmillan.)

MORE or less distinguished persons who crown their careers by volumes of reminiscences fall very frequently into two errors. They write very slip-shod English and they tell far too many stories, most of them dull. Neither of these charges can be made against Mr. Comyns Carr. His business in life has largely been that of writing, and he writes soberly and well. Furthermore, he so carefully avoids the pitfall of what Mr. Yellowplush called a "fund of anygoats," that he hardly tells us stories enough. Those that rund of anygoats," that he hardly tells us stories enough. Inose that he does give us leave us asking for more, as, for example, the account of Toole spending a whole afternoon knocking at the doors of a respectable seaside terrace, with agony depicted on his countenance, and asking for "a small bit of groundsel for a sick bird." Very pleasant and touching, too, is a little story of Alma-Tadema. "'The people of to-day, they will tell you,' he said, 'that all this minute detail—that is not art!' And then turning again to his picture, he added, in his quaint English, 'But it has given me so much pleasure to paint him that I cannot help thinking it will give, at least, someone pleasure to paint him that I cannot help thinking it will give, at least, someone pleasure to look at him, too.'" Mr. Comyns Carr has known a great many interesting people—some of them, such as Millais, not perhaps quite so interesting to-day as they were to an earlier generation. About all of them he is worth reading, and some of his portraits, such as that of Rossetti, derive an added pleasantness from the obviously sincere affection of the painter.

Thracian Sea, by John Helston. (Eveleigh Nash.)

WE have hitherto known Mr. Helston as a poet, somewhat unequal in his work, with roughnesses and crudities here and there, but at his best capable of fine things and of very real and intense passion. Now he has turned to prose and his first novel contains some of the qualities and defects of his verse. That he has power, that he can depict passion, no one can doubt who reads of the earlier scenes between Margaret Yeomans, the pretty country girl, and James Burkett, the rich young gentleman, to give him a courtesy title. They used to meet in a wood, as did Hetty Sorrel and Arthur Donnithorne, and made much of the same tragic beginning though a very different ending. Not that the picture is by any means perfect in detail. The author says in his preface "that he has endeavoured to depict the truths of life in certain of its phases as they are being lived to-day," and we feel that he has got at much of the essential truth of the race of James Burketts. There is a large number of well-to-do, middle-class young men very selfish and small minded and with thoroughly vulgar souls. Where Mr. Helston seems to us partially to fail is this: that he knows what the Burketts and their like would do, but he does not quite know how they would do it. In regard to some grades of society he appears to have intuition rather than experience, and so some of his portraits are a little like that of the surprising Miss Blanche Ingram and her mother in "Jane Eyre." Mr. Helston makes his mistakes—sometimes rather irritating ones—but he is an exciting person, full of spirit and promise, and we may soon look for far more finished work from him

BOOKS RECEIVED.

NATURAL HISTORY.

The British Warbier, Part IX, by Eliot Howard. (R. H. Porter, 21s, net.)

Marvels of Insect Life, by Edward Step. (Hutchinson, 10s. 6d. net.)

Bird Life, 100 Photographs, by Charles Reid. (T. N. Foulis.)

Bird Life, 100 Photographs, by Charles Reid. (T. N. Foulis.)

NOVELS.

Plain Tales from the Hills, Two Vols., by Rudyard Kipling. (Macmillan, 2s. 6d. net.)

Mrs. Martin's Man, by St. John G. Irvine, (Mansel, 6s.)

Hands of Healing, by Theodora Flower Mills. (Arrowsmith, 6s.)

By the Waters of Sicily, by Norma Lorimer. (Stanley Paul, 6s.)

My Heart's Right There, by Florence L. Barclay. (Putnam's, 1s. net.)

The Path, by Edmund White. (Methuen, 6s.)

The Undying Race, by Rene Milan. (Stanley Paul, 6s.)

The Secret Calling, by Olivia Ramsey. (John Long.)

British Flowering Plants.—III and IV, by Professor Boulger, F.L.S., and Perrin. (B. Quaritch, four vols., £15 15s. net.)
Garden Architecture, by P. W. Humphreys. (J. B. Lippincott, 21s. net.) or Boulger, F.L.S., and Mrs. Henry

MISCELLANEOUS.

MISCELLANEOUS.

And That Reminds Me, by Stanley Coxon. (John Lane, 12s. 6d. net.)

The Old East Indiamen, by E. Keble Chatterton. (Laurie, 12s. 6d. net.)

My Bohemian Days in London, by Julius M. Price. (Laurie, 10s. 6d. net.)

The City of Dancing Dervishee, by H. C. Lukach. (Macmillan, 7s. 6d. net.)

Through the Grand Canyon from Wyoming to Mexico, by Eilsworth L. Kolb. (Macmillan, 8s. 6d. net.)

Fighting in Flanders, by E. Alexander Powell. (Heinemann, 3a. 6d. net.)

OUR NATIONAL HORSE SHORTAGE AND ITS REMEDY.

is a real pleasure to report that the discussion in COUNTRY LIFE has borne good fruit. The Board of COUNTRY LIFE has borne good fruit. The Board of Agriculture announces important changes in the Government awards for premium and Board stallions. As will be known, hitherto fifty King's Premiums have been offered at the Thoroughbred Show held at the Agricultural Hell in March. Agricultural Hall in March. These premiums have been of the value of £105 each. In addition, service fees of £2 each were paid by the breeder to the stallion owner, who also received from the Board further fees of 21s, for each mare served and 12s. 6d. for every foal dropped. Under the new regulations the premium has been increased from £105 to £150, and the foal fee from 12s. 6d. to £2; also, while the mare fee to be paid by the Board now is £1, to meet the wishes of owners of suitable mares and to encourage a larger number of men to breed light horses, the service fee payable by the mare owner has been reduced from f_2 to f_1 . There can be little doubt that these changes will give considerable encouragelittle doubt that these changes will give considerable encouragement to the breeding of light horses. Many tenant farmers and others were loath to pay even as small a sum as £2 for the use of a good stallion. The result was that a cheap and probably unsound horse was used. A big blow has been struck at the unsound "tramp" stallion, which will be all to the good of horse breeding. The change will increase the average earnings of the premium stallion to £374, while those who succeed in taking super-premiums will average an extra £100. In addition to the King's Premiums which are awarded to thoroughbreds selected at the Agricultural Hall, a number of Board Premiums at the Agricultural Hall, a number of Board Premiums are given on the recommendation of county horse breeding committees to registered stallions selected by them. The value of these Board Premiums has been increased from £20 so; the service fee, payable by the owner, remains £1; while the Board fee allowance has been altered from 21s. to 20s., the foal grant has been raised from 5s. to £1. It is estimated that the average earnings of these Board stallions will be £219 as compared with £163 last season. We are very glad that it has been decided to make so large a part of the payment to the stallion owner dependent upon the number of foals. Unless the stallion is a good "getter," it counts for little that he is well made, well bred and pos

The Board of Agriculture pledges itself not to award less than thirty Board Premiums. We are hopeful that this means the number will be considerably increased. Eighty stallions, i.e., fifty King's Premiums and thirty Board Premiums, will not go a very long way towards remedying the grave shortage of horses in the country. This shortage is likely to inspire many new breeders, and the altered conditions by which they can obtain the services of really good horses at a low fee will create a large demand for stallions. More will be wanted, and we think, and hope, will be forthcoming now that the stallion owner's income has been materially increased, particularly in the case of the Board

When all is said, the need still remains for something more than this slight improvement of the existing scheme. Unforeseen conditions have arisen during the last few months which render it all-important that the subject should be examined in the light of these fresh needs. If it is true that the Treasury contemplates the withdrawal of part of its very inadequate support of the national industry of horse breeding, we think no decision should be arrived at until Parliament meets. The whole question should be thoroughly gone into in view of these altered conditions, and we have every reason to hope that in the New Year it will be. Whatever is done, nothing will diminish the importance of the subject which has called forth expressions of opinion so strong and wide as the grave correspondence in our columns shows it to be. The time has come, however, when closure, or at least temporary closure, must be put on this correspondence; but although we cannot promise to publish any mere repetitions of views and arguments which have already been set forth, our readers may rest assured that if they have anything to say which will advance the cause we all have at heart, we shall always be glad to find space for it. It should be added that the selection of letters for publication has been made with the single object of finding expression for every intelligible view, and the large number of correspondents whose letters are not published will, we

believe, in every case find that their views have been set forth by some other writer.

Sir,-I venture to think that had the money which has been allocated to King's Premiums, etc., been added to the War Office Estimates, and competent purchasers on their behalf been employed with instructions to give, say, up to £50 for suitable horses when rising four years old, far better would have been obtained with less cost to the taxpayer. Once farmers can see that it will pay them better to breed the type of horse we are considering than heavier ones, they will do it fast enough. So far the British Government have been their worst customers—very few, indeed, till within the last three months had ever seen a Government cheque or a Government buyer who really wanted to buy. I believe that in the matter of stallions we are for the most part on the wrong tack. Very few of the King's Premium horses are really suitable for getting weight-carriers from even the average mares that one sees at shows. The chief credential is that he or his forbears have that one sees at shows. been able to gallop a mile, more or less, with a feather-weight on his back, a bit faster than other people's. This, I maintain, is not what is wanted for a hunter, charger or troop horse. They are pretty sure to be fast enough if they can but keep on, and come out pretty often. Those should be the real qualifications. I believe that the slowest horse that ever got round the Grand National course with 12st. on his back would make a better hunter sire than the best horse that ever won the Derby. It is much to be regretted that they are nearly always geldings. I made the following suggestion to the Board once: Pool a sum of money—£100, £200, anything you like every year for the Grand National and other first-class steeplechases, say: "When this race is won by a stallion carrying not less than 12st. he will take the pool, in addition to the stakes." In a few years there would be a sum which would make it worth owners' while to try to win with a stallion. Many of those who did not win would make good half-bred sires. I am entirely opposed to Government breeding studs and subsidies of all kinds; the last state will be worse than the first. I think the Government might do something by establishing a breed of weight-carrying horses with mares and stallions of the same type. When one thinks of the numerous breeds of horses and other animals which have been evolved, it is difficult to believe that the same thing could not be done again. The horse that I have in mind is a deep, short-legged one, not over 16h.; such a horse could earn his living at almost any job that a horse could be put to. To establish a breed of this kind is too big a job for any private individual, but I think that the Government might, with every chance of -A. M. PILLINER.

SIR,—Your very interesting letters from well known people seldom touch the tenant farmer's point of view. If the farmer is to take to horse breeding again it must be made profitable, and this means a ready market and a continuous demand far above what the Government require. In any market one buyer means no trade; several competitors are wanted to ensure brisk business. The Government require about three thousand horses annually in times of peace; in war time they require hundreds of thousands. The horse-breeding farmer cannot see daylight ahead as yet, and it must be remembered that the industry is a six years' investment that costs additional capital each year up to the sale of the colt at five years old. At the present time the farmer sees a general tendency to give up horses for motors, and he feels that, with the various improvements engineering may discover, the risk is too great to continue breeding. I suggest that horse breeding would boom again without unduly injuring the motor industry if (1) all motor-cars (trade or private) were to pay an additional tax equivalent to the yearly upkeep of a horse (say £50), with a rebate of £25 for every horse kept by the motorist; (2) every farmer farming more than twenty-five acres of meadow land to breed a foal yearly or pay an exemption tax of £10; (3) the money from (1) and (2) to be devoted to the expenses of Government management, selection of mares and stallions, free service, veterinary superintendence and general improvement of the varoius breeds. I purposely include trade motors, for trade is the biggest user of horses, especially those of the light class.—Sidney H. West.

Sir,—Every thoughtful man will agree with your opinion that the establishment of a national scheme of horse breeding is earnestly required. There is no time to waste; horses cannot be bred in a short space of time. What is required is a carefully thought out national scheme for breeding horses which will not only provide the type of horses we require or desire, but will largely increase the output. As far as the type is concerned, we have these already established. First, there are the hunters and polo ponies, the best possible types of troop horses; then there are the draught horses, light and heavy; and, lastly, ponies which are suited for pack purposes and for carrying ammunition and machine guns. In the first two classes we have some horses and the machinery for their production. The hunter and the polo pony are all that we could wish. The hunts of Great Britain will always, while the sport endures, not only produce a large number of horses of the right type, but will raise and condition these horses at a minimum cost to the country. The numbers of these breeds are too few, and should be increased, and for this purpose some money must be spent. The Board of Agriculture must undertake the control of the scheme, and to a large extent the supply of suitable stallions. By control I mean that the Board must sternly eliminate, as far as possible, the unsound, and endeavour to increase largely the number of suitable stallions travelling in the country. Every stallion advertised for public service must be compulsorily examined and passed by the Board. Nor should any stallion be permitted to be advertised unless the owner holds the Board's certificate. The mischief done by bad or unsound stallions is

very great, and is always growing. The possession of an unsound mare is a misfortune to the owner; an unsound stallion is a disaster to horse breeding. Such an animal may do in one season mischlef the effects of which will be felt for years. The number of stalllons must be increased, because if the small breeder is to do the work (and small studs are far better than big ones) they must have the horse brought to their doors, but in the case of stallions soundness is not the only consideration. The fertility of the horse is a matter of importance, and all stallion owners should keep a useful register, open to inspection, of the proportion of in foal mares and of stock by their horses. The best stallion in the world is the big hunter-like thoroughbred, the horse which would carry 13st. to hounds. Flat-sided, leggy horses with upright shoulders and no back ribs should be excluded.—F. T.

SIR,—I place very little reliance on the small farmer, except in a few horsey districts of England. As a rule they have not good enough mares and they cannot afford to pay the stallion's fee. If they had good mares they could afford to do so, because the progeny would be so much more valuable. The Government certainly ought to keep plenty of good stallions, or subsidise associations that have them to such an extent as to make it easy for the small farmer who can get a decent mare to obtain the services of a really good stallion at a very low fee. Those who have the stallion should have the option of refusing him to any mare they did not consider sufficiently good. There is, again, considerable risk in breeding light horses unless you have very well fenced fields; the young colts will try to jump the hedges and injure themselves. The class who should and could breed light horses are more of the hunting men type, who make a hobby of doing so. We have classes for hackneys and for hunters at the shows, but I doubt if either breed is the horse we want for artillery purposes. There is a breed that for some reason is much neglected in this country, strong of bone and weight-carrying; I mean the Cleveland Bay and Yorkshire coach-horse. Out of these mares you would get an ideal artillery horse or cavalry horse. I do not see why steps could not be taken to encourage this breed in every way possible, and to make it known outside its present very restricted area. It is a vigorous and hardy breed and ought to flourish in the Shires as much as in the North of England.—A. NETTLEFOLD.

Sir,—I have read with great interest the letters and suggestions re the future of our horse supply. I think, first and foremost, that the Board of Agriculture should considerably increase the number of premium offered, and that the services of the premium winners should be available at nominal fees. Secondly, that no horse should be allowed to travel and serve mares which has not a certificate from the Board of Agriculture. I think that all farmers fully realise that horse breeding will be a paying business for many years to come and will be quite willing to do their best; but the great difficulty I foresee will be the shortage of suitable mares for breeding from. Unfortunately, mares have been taken indiscriminately by the Government buyers, and the country must suffer accordingly. Surely something can still be done to get home again some of the best of the mares which may from some cause or another be of no further use for active service at the front and which would still be invaluable for breeding purposes. I am sure, if only the Government and the War Office would agree to this, there would be no difficulty in arranging a means of getting the mares safely home and either selling them or, better still, placing them out in reliable hands, the Government to have the first call on the produce at a given age and price, to be agreed. I am sure there are many besides myself who would be only too willing to help in any such scheme if we received the least encouragement.—A. J. W.

Few farmers, or anybody else who wishes to make a living by his occupation, will continue, however patriotic he may be, to breed at a loss. Knowing that it will be a loss, he will turn his attention to more cattle or sheep, accord ing to the requirements of the land he holds. Some scheme should be devised, I think, whereby a larger number of suitable mares should be lent to farmers, who would have the use of the mare for work on the condition that he bred from her. I think much could be done-quite as much as in the case of the mares, perhaps, with regard to stallions. More sound stallio should be available for the breeder; they should be brought "to the door More sound stall ons of the breeder. To many (the writer is among the number) the thoroughbred stallion is probably considered the most suitable to use to produce a high class hunter; but I think we may lose sight of the fact that the thoroughbred may, in some circumstances, be quite the reverse. In choosing a stallion for a certain district, we ought to consider, above all things, the class of mares that he may be expected to mate with. A thoroughbred may be quite unsuitable in some districts—in parts of Wales, where the mares are lacking in size, and the land not the most suitable for the production of bone, as in Ireland and parts of England, the thoroughbred may not be the best sire for the use of the farmer. The weight-carrying hunter sire may be, and very likely is, much more suitable; or even the Cleveland, Yorkshire coach horse or hackney will produce an animal most suitable for remounts.-CYMRO.

Sir,—I would suggest the Government purchase some three year old mares and have them mated to a horse with blood and plenty of size (not a blood squib got fat to make him look big). They should lend the mares to small holders, farmers, or others who have land. When the mare has a foal and it is fit to wean, the borrower should be paid £10 and 2s. 6d. per week for mare and 2s. 6d. for foal for their keep till five years old; by breeding from three and four year olds the Government would be keeping animals that would grow into money and the colts should be stronger on account of being bred from young mares. Old mares in the country could be bought by people who would not have young Government mares. It would work out, cost to Government, plus service fee and interest;

All fillies when three years old (if sound) to be bred from and the breeder to have £10 for the foal in addition to £6 10s, year's keep. Now the breeder would get the following:

						2	s.	d.
Colt at w	eaning				 0.1	10	0	0
Keep who	en first y	ear ol	d		 	6	10	0
**	second	9.9			 	6	10	0
**	third	22			 	6	10	0
	fourth				 	6	10	0
At four y	ears old	if mar	e has	foal	 	10	0	()
At fifth y	ear old				 	6	10	0
If mare l	nas foal			0. 0	 	10	0	0

The keep of colt to be paid quarterly to give the man of small means an opportunity. Anyone wishing to return the colt to give six months' notice to the Government on usual quarter days (but not to terminate at Christmas) to enable them to get another caretaker. When mare is four and five years old the breeder would get £16 10s, each year if mare has a live foal (viz., £6 ros. keep and £10 foal). So if the Government let the breeder have a three year old mare they would be getting this advantage from the commencen When five years old (unless previously sold) all horses (mares or geldings) to be sold by auction in the nearest market, and half the net profit to go each to the Government and the breeder. By doing this it would encourage the breeder to do his best to the horse to make a good price. I would further suggest that if the breeder can at any time find a purchaser who will give \pounds 15 more than the colt has cost the Government at that date he shall introduce the purchaser to the Government. If the Government is satisfied that it is not worth as much to them, they shall accept the offer; but if they think it is worth still more, then it shall be sold by auction and the profit divided as previously mentioned. The Government, the breeder or the public would have the opportunity of buying if they wished. My belief is that Government horses sold locally would make more than those owned by private people. Gentlemen looking out for hunters would give good prices, while those not suitable for hunting or require: by Government would find a good market with tradesmen. The Government would be assisting small holders and farmers by paying for the keep of colts and (if sold) securing them a share of profits without the farmer having any of his capital locked up. The Government would assist hunting by placing a number of yearly upon the market, whereby the hunting-man could pi some really good hunters at reasonable prices. Prizes should be shows for Government bred horses. means of causing enthusiasm, would educate breeders to the good points of a horse, and would bring horses to the notice of would-be purchasers, whereby the breeder and the Government would get equal shares of the profits. The rnment would reap great advantage; they would always have a record of reliable horses. They would be able to put numbers in the field at a moment's notice, thus giving the purchasing officers time to properly examine other and would not have to buy unsuitable animals as they have done lately at considerably more than their value .- A. E. MERRETT.

SIR,—Having read with interest the various correspondence which appeared in your issue of the 5th inst., it appears to me that none of the suggested schemes put forward would work from a practical point of view. It is one thing to formulate a scheme and quite another to put it into practice. To work large Government studs successfully in Ireland or elsewhere would require a vast area of land, and I doubt if sufficient land would be found in Ireland for such a purpose. In such studs there would be a tremendous number of horses to be provided for, viz., stallions, brood mares, foals, yearlings, two year olds, three year olds and four year olds, and unless the youngsters had plenty of scope in the way of land they would never grow into size and substance. Then, with such numbers of horses together, accidents and diseases, such as barrenness and abortion in mares, strangles, influenza, etc., in young horses, would be far more likely to occur than in small studs owned and managed by individuals. Here in Ireland I have no doubt that if the Government were willing to buy direct from us breeders, and to pay us a price which would leave us a reasonable profit on our outlay, we would tackle the matter with a will, and in a short time produce our country's share of really high-class horses, second to none in the world. Ninety per cent. Ninety per cent. of Irishmen have a natural taste and love for horses, and require no advice from outsiders as to how they should be bred and reared. The Department of Agriculture has done, and is doing, a lot of good by sending sound, suitable sires through Ireland, and if breeders of half-bred horses had a fair prospect of making a decent profit, these sires would be far more largely patronised. I would suggest that all fillies bought by the Government be registered, and returned to their original breeders when no longer of any use for military purposes. In this way breeders would know the family of horses they were breeding from, and would take far more interest in the work than if breeding from a family of whose history they knew nothing, and they would also know better the particular stallion these mares should be mated with. Crossing with Shires, Clydesdales and hackneys in order to produce hunters is certainly not my idea, and I hope no Irishman will ever encourage such crosses. never yet seen a genuine hunter with a drop of any of these breeds in They may look all right and take the eye, but when it comes to the real pinch they always show want of courage, like the soft brutes they are.

Sir,—The Shire which the farmer cherishes offers dual service by earning his own living until ready for town work, when he becomes a source of profit to the breeder. Undoubtedly the farmer would breed the lighter horse if they paid equally as well as the Shire. If the implement manufacturer would reduce the heavy draft of many implements manufactured in this country his assistance would be considerable. It is only too obvious that old, heavy wagons and farm implements are being extensively used in districts where their strength is not needed. If the farmer could obtain lighter implements he would bring his farm horses into line, on the ground of speedier conclusion of farm work. The horses kept then would serve the purpose of useful dams for remount breeding.—A. G. L.

CORRESPONDENCE.

ADVANTAGES OF LIVING IN THE COUNTRY. [TO THE EDITOR OF "COUNTRY LIFE."]

SIR,-May I ask if you would ventilate what I consider is a real grievance on the part of those who happen to live in a secluded part of the country? This is, that the householder must pay taxes for many advantages which he does not enjoy. For example, I have to pay a lighting rate, and there is no public lamp within three miles of me; a scavenger rate, and the council who make this rate disclaim any responsibility for performing a single duty in regard to it. They will neither remove dust nor do any other scavenging work. This is no isolated grievance, because appeal has been made over and over again against a recognised injustice, but without effect. The local and over again against a recognised injustice, but without enect. The local authorities simply say that they have to administer the law. Members of the council frankly acknowledge that the law is unjust. A member of the council who imposed the rates told me that he was a greater sufferer than I was from the same cause, but could obtain no legal redress. I think it is time the law was altered on this point, and local authorities forbidden to charge rates for any services they are not prepared to render. It is no consolation to me that councillors themselves are not exempt from the injustice. If I were dealing with a private individual instead of a public body, I should describe the situation as something more than unbusinesslike.—A

USE OF DOGS FOR DRAUGHT PURPOSES.

[To the Editor of "Country Life."] Sir,-May I be allowed to say a few words in answer to your two correspondents' dissensions as to my letter of November 21st on the above subject? "Miller Christy" has most obligingly included a photograph of which he says th dogs "showed no more signs of distress or ill usage than the horses used now are accustomed to show!" These words upon the photograph, and the photograph i self, speak as to his ability to judge this question fairly. Luckily, I think, the average Englishman would not be such a fool as to pay 30s, for four dog taxes when he can buy a donkey for the same sum, free of tax, who can pull more weight, even if his sense about cruelty was obtuse. "W. R." complains I only quoted one case of cruelty; that was not for want of cases, but want of space. He also says I "speak of some unfortunate dog who was wounded, but does not say a word about the number of dead and dying horses." Naturally not. I was writing about dogs, and not horses, which are outside the question in discussion. He also asks a question as to whether a suffering dog is more pitiable than a suffering horse? I answer "No," but what is perfectly easy for a horse to do in harness, by reason of his conformation and weight, would be suffering to a dog, and it is perfectly absurd to think that two animals so is perfectly absurd to think that two animals so differently constituted can do the same job with equal ease to both; just as foolish would it be to want a horse to herd sheep on high Scottish hills. They each have their uses, and to them remain at their proper work. His let them remain at their proper work. His remark that if my "argument were valid it could be used against keeping horses, donkeys and cattle" is just as sensible as it would be to suggest because we cannot put a soldier's wife in the trenches, we had better give up keeping soldiers -R A T

PLACE NAMES OF GERMAN ORIGIN.

[TO THE EDITOR OF "COUNTRY LIFE."] SIR,-I hope it may be possible through COUNTRY LIFE to reach various local authorities and beg them not to be so misguided as to listen the foolish crowd who imagine patriotism is displayed by changing a name of a street or inn that has a German origin. In addition to showing foolishness they are in many cases lamentably wiping out interesting landmarks of their country's history. For example, the inns "King of Prussia" (of which I have read one or two have been already renamed) carry us back to the heroic times of Waterloo, when the King of Prussia was our friend and ally; Brunswick also comes from that time, after the celebrated Duke of Brunswick, or of earlier date from the wife of the Prince Regent; Mecklenburgh came in from the Queen of George III, and approximately dates the architecture of that square in London and so with many other places. Do let us prize the old names that have reason from associations and not wiffully destroy them to dervice. tions, and not wilfully destroy them, to deprive ourselves and posterity of interest and make no greater effect on our enemies than giving them cause to laugh at us .- ALICE MARCON.

LETTERS FROM A SUBALTERN, R.F.A.

We have pleasure in giving below a third instalment of the we have pleasure in giving below a third instalment of the letter from a subaltern, R.F.A. The first appeared in our issue of December 12th and the second in the succeeding week. It will be noticed that the series ends in a cheery announcement that the writer hopes to be home for Christmas week. We give one of his sketches as showing what awaits him.

November 22nd.
You both seem to be under the impression that I am a You both seem to be under the impression that I am a nervous wreck, and unless I get a speedy rest must assuredly break down. So far from breaking down from strain, I am much more likely to succumb to over-eating and under-exercise. I enclose one or two sketches showing the type of drawing-room manners for which you must be prepared. We are again "in the firing line," as the men all call it, which means that our guns are permanently in action day and night, while we retire to a farm at dusk and go out at day-break. The gunners—partly from choice, partly from lack of room—sleep in their gun pits, which they manage to keep warm





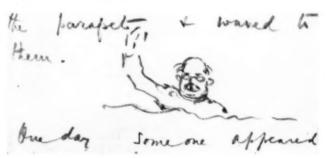


somehow, chiefly by the simple method of filling them with straw, humanity and blankets. It is freezing here all day and all night, but they never complain of the cold. They are the cheeriest lot imaginable. We fire off a few rounds occasionally, but there is very little happening just at present. We thought we were in for a warm up the day before yesterday. An aeroplane

cheeriest to imaginate. We fire on a few founds of the layer of the layer of the came over and spotted a battery of our brigade on our right. They served them out a few Black Marias, one of which made some holes in a gun and another filled up one of their pits, but the men had all been withdrawn, and no one was damaged. Otherwise, "there is nothing of interest to report." I wish some of the lazy devils who won't enlist could be made to realise that the war is not even nearing its end yet. The papers give optimistic accounts of everything, and spread a sort of rosy light over the progress of operations, and they minimise our losses and the enemy's capabilities till the average man in the street thinks that if he enlists now it would be all for nothing. There is a belt about four miles wide, spread across 250 miles of Belgium and France, with hardly a house standing in it that is not in ruins, absolutely deserted by the inhabitants, and as one side or the other advances, so this belt will widen. This is what will happen in England if the Germans ever succeed in landing a force, however small, and the man in the street won't realise it. It would be no kid glove warfare. An expeditionary force sent to England would be sent with the express purpose of doing every ounce of damage it can, and it would not leave a stick standing behind it.

In the trenches opposite one of our regiments there is a bald-headed old gentleman by the name of Hans Müller who is

In the trenches opposite one of our regiments there is a bald-headed old gentleman by the name of Hans Müller who is the buffoon of his company. Our Tommies became curious about him and asked to see him, whereupon he immediately appeared above the parapet



and waved to them. One day someone appeared at dusk moving about in the German trenches; of course everyone fired at him, when a plaintive voice was heard: "Don'd shoot, don'd shoot, I vas dot Hans Müller." Whereupon the firing immediately ceased. No one would shoot Hans Müller for anything.

The weather has turned heastly cold and wet, and the

The weather has turned beastly cold and wet, and the ground has become a perfect quagmire: very poor fun for the

wretched infantry lying out in the trenches all night. least uncomfortable part of this war is the difficulty of washing. One arrives in camp or billet (if one is lucky enough to get billeted) fairly late in the evening—there is generally very little water about, and one thinks of nothing but supper and sleep—result, a grubby Brigade. They caught a German prisoner the other



day, and the first words he said on being captured were "Bloomin" well fed up with this 'ere war, that's wot I am!" Spoken in faultless Cockney, a very anglicised German waiter.

November 25th.

I have a great piece of news for you, namely, that there is just a chance that in a fortnight's time I may be able to get a week's leave to come home, but nothing is settled and it may not come off. However, I am merely warning you so that if I suddenly turn up about Christmas time you will not fall over backwards in a dead faint

FRESHWATER TIDES.

[TO THE EDITOR OF "COUNTRY LIFE."]
—I enclose photograph of Loch Ericht, taken from the Dalwhinnie end. While photographing at this point last September, a somewhat curious phenomenon occurred, the cause of which I shall be interested to learn. It was a fine sunny morning, with a slight breeze from the north, and the lock was therefore almost still near the shore. I noticed the water begin to slowly rise and gradually cover the shingle to a width of about six inches, and then slowly subside again. After an interval of about ten minutes, a similar rise and fall occurred. Could this be caused by intermittent springs or some

[We sent our correspondent's query to Dr. James Ritch'e, and he writesas follows: I have no doubt that the fluctuations of level observed by your correspondent were simply manifestations of a sort of regular tide which has been found to exist in many freshwater lakes. For long such movements have been known on Lake Geneva, where the water rises very slowly for twenty or thirty minutes and then as slowly falls again. The total amount of the rise and fall is usually almost imperceptible (except to specially designed measuring instruments), but under favourable conditions of place and weather regular up and down fluctuations of 5ft. and 7 1-3ft. have been noted-in the years 1763 and 1841 respectively. As regards Scottish lakes,



ANTICIPATIONS OF CHRISTMAS LEAVE BY "A SUBALTERN, R.F.A."

such tidal phenomena--known as "seiches," from the local Swiss nam were unknown until the summer of 1903, when the members of the Lake Survey of Scotland discovered periodical fluctuations in Loch Ness. In the earlier observations the tidal waves were measured by a foot-rule, and never exceeded 31in. in height. Finer results have been obtained by the use of delicate instruments, which showed that wave oscillation of different character occurred regularly at periods of 31°5min., 15°3min. and 8°8min. So far as I know, no "seiche" phenomena have hitherto been noted on Loch Ericht (certainly none has been measured), but it is almost certain that they must exist here as in other lakes, and the period of their recurrence leaves little doubt that Mr. Burnup actually was witness of "seiche" waves. Your correspondent suggests two causes to account for the oscillations. It is improbable that intermittent springs could be the cause, but somewhat similar waves have already been traced to earthquake movements. example, during the great Lisbon earthquake in November, 1755, the Scots Magazine of that year relates how "On the 1st November last, Loch Lomond, all of a sudden, and without the least gust of wind, rose against its banks with great rapidity, and immediately retiring, in about five minutes subsided, as low in appearance as ever it used to be in the greatest drought of summer. In about five minutes after, it returned again, as high and with as great rapidity as before. The agitation continued in the same manner, from about half-past nine till a quarter past ten in the morning; the waters taking five minutes to subside and as many to rise again. About eleven the agitation ceased. The height the waters rose was measured immediately afterwards and was found to be aft. 6in. in the perpendicular. The same day at the same hour Long Lung [Long] and Loch Keatrin [Katrine] were agitated in much the same manner. We are informed from Inverness that the agitation on Loch Ness was so violent as to threaten destruction to some houses built on the sides of it." Similar occurrences were recorded from Loch Tay in September, 1784, and July, 1794, when the waters moved to and from a distance of 4yds. or 5yds., and continued oscillating in a modified degree for four days. It is unlikely, however, that the smaller Loch Ericht waves noted by Mr. Burnup were due to earthquake movements. The general causes of the smaller oscillations in regular "seiches" are obscure, but they appear to be due in some way to differences of atmospheric pressure. Probably violent gusts of wind, swirling down the narrow glens and striking the surface of the take almost vertically would be sufficient to set up a series of oscillations which would continue for some time. At any rate, these "tidal" waves are larger when the barometer is falling suddenly; they are also more pro-nounced at the extremities of lakes, especially at the head of long, narrow lochs whose banks gradually approach each other, and where the bottom shelves gently. At the Dalwhinnie end of Loch Ericht these conditions

" besieged " by them, and the blackbirds and thrushes their families right up to our feet to be fed. The robins often dropped grubs on our hands when they were picking up the crumbs, and then would come back for w o uld them. The used to walk with my father to church, and one of the one of the would come and "shout" for us church towards the end of the service. They would follow us as we went down the village and wait about for us till we came back. The tomtits hung from our hands upside down, just as if from a branch. For many years we have had lots





CONFIDENCE.

of birds: they came into the house, and Tom Tit has hopped about on my pillow and shared break fast in bed. They were very fond of pastry and disdained bread, except in the coldest weather or for "stuffing their children."-E. S. P.

WHITE IESSAMINE SEEDING

[To the Editor of "Country Life."]
Sir,—This morning I found the white jessamine that covers the house with a great many seeds on. Surely this is very uncommon? The reason I have not noticed it before is because the unripe seeds are a sort of khaki colour. Now a multitude of bright black "buttons" have appeared. have known the tree for over twenty years and never saw it happen before. I should like to know if it happens elsewhere.—E. HUTCHINSON.
[In the warmer counties of England the

white jessamine does sometimes produce fruits, especially during a warm, dry autumn; but we do not remember having heard of them in Lincolnshire before. When a plant does fruit, however, it usually produces a fairly heavy



LOCH ERICHT.

would have favoured the observations of your correspondent.-ED.]

IN MUFTI.

[TO THE EDITOR OF "COUNTRY LIFE."] SIR,—I thought your readers might be interes in the enclosed photograph of an Indian band in mufti. Their instruments consist of a sort of flute, the serenai, and a drum or dhol beaten with flute, the serenal, and a drum or dhol beaten with the hand. They play native marching tunes, the dhol being beaten to mark the step— left, left, left. It was these same players who, in uniform and on their mettle, astounded the French by their rendering of the "Marseil-laise."—A. F. Bone, Capt. 75th Punjabis.

GARDEN PETS.

[To the Editor of "Country Life."] Sir,—I am sending you a few snapshots of the birds in our former garden, which may be of interest, as I believe we won them to an extraordinary degree of tameness. The pictures chiefly show blackbirds, finches, thrushes and robins, but we tamed many others. All these birds settled on our hands and fed and sang there. In nesting time we were really



A PUNJABI BAND PRACTICE.

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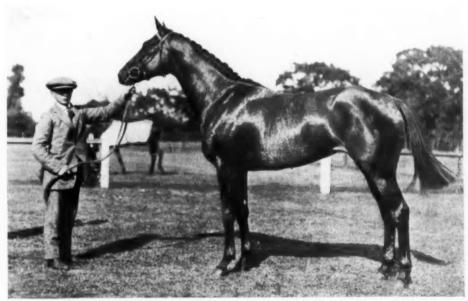


BEYOND placing it on record that, amid great enthusiasm, not a little of which was due to the universal esteem in which John Osborne, the veteran trainer of the horse, is held, The Guller won the time-honoured

Northumberland Plate for Mr. H. Crallan, there is little need to refer to last week's racing. We might, perhaps, note that, as judged by his recent performances, Happy Warrior is either a much overrated colt or is not equal to the responsibility of winning a race with odds laid on him. He was beaten when backed against the field for the St. James's Palace Stakes at Ascot, and again on Saturday last at Sandown Park, when odds of 5 to 4 were laid on him to win the Sandringham Foal Stakes.

With the yearling sales which the Messrs. Tattersall will hold this week I cannot deal, but some reference will presently be made to the interesting catalogue of the sales arranged for the Second July Meeting, beginning on the 14th inst. Meantime, this seems to be a suitable opportunity for our usual half-yearly "stock taking" as applied to the most successful stallions and individual racehorses of the first half of the racing season; the more so, perhaps, that buyers of yearlings will, no doubt, be inclined to make especially careful inspection of such as are got by sires whose stock have been winning races in the course

of the last few months. At the head of the winning sires, then, is Polvmelus 3. by Cyllene 9 out Maid o f Marian. He was foaled in 1902, owned by Mr. S. Joel and is standing at the Maiden Erlegh Stud, near Reading. at a fee of 200 guineas. As far as the season has gone, his stock have between them won fifteen races, amounting in



W. A. Rouch.

LETTY.

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Winner of the British Dominion Two Year Old Plate at Sandown.

value to 12,736 sovs., to which Corcyra—4,719 sovs.—has been the principal contributor. It may, by the way, be noted that Polymelus seems to be more successful with his colts than with his fillies. Next comes Your Majesty, a beautifully bred horse by Persimmon 9 out of Yours 22, by Melton 8. The services of this horse are, unfortunately, no longer at the disposal of English breeders, but he is the sire of Princess Dorrie, winner of this year's One Thousand Guineas and Oaks, and of 9,900 sovs. in stake money; also of King Priam, a very promising two year old, winner of the Sixty-second Triennial at Ascot; and if I am not mistaken, breeders who may manage to become possessed of fillies by Your Majesty will have reason to congratulate themselves. Sundridge-another exported sire-is third on our list. To a certain extent, however, his services are open to English breeders, for he is now standing in France, and I am informed that a few nominations to him can be secured. In the shape of Lady Josephine he has this year a very smart two year old filly-she is as yet unbeaten-and other such useful winners as the three year old Sunny Lake and in the four year old Sun Yat. There is no better bred sire than John o' Gaunt—fourth in the list of winning sires—a bay horse, foaled in 1901, got by Isinglass 3, out of La Flèche 3, by St. Simon 11, out of

Quiver by Toxopholite 3. He has not yet given us another Swynford, and, curiously enough, I do not see that we can credit him with a winning two year old this year; but his three year old son, Kennymore, has already credited him with one of the classic races-the Two Thousand Guineas-may, perhaps, win the St. Leger, and was, in the opinion of not a few people, unlucky in running for the Derby. Pedigree apart, short legged, compact mares with exceptionally clean limbs are, I think, the more suitable for mating with John o' Gaunt, a sire who may-very likely will-one of these days get a racehorse of the very first class. Swynford was good enough, but an even better colt may come from Sir John Thursby's horse. By winning the Derby the French-bred colt, Durbar II., places Rabelais in the fifth place, but Rabelais is, after all, a purely English-bred sire, foaled in 1900, and got by St. Simon 11, out of Satirical 14, by Satiety. Rabelais won the Goodwood Cup, and has been a consistently successful sire in France, where last year he was sixth in the list of winning stallions for the season, second in

1912, and fourth in IGII. may be added that besides having got Durbar II., the Derby winner, he is also sire of Lord Loris, winner of the Grand Steeplechase de Paris last week. Readers of these notes may, perhaps, remember the many instances of the value of Hermit blood in "jumpers." Here it is again in Lord Loris. who gets

it through his dam, Lady Lilly, by Prisoner, by Isonomy out of Lonely by Hermit. Thanks to Wassilissa, winner of the Coronation Stakes - the richest prize of the Ascot Week-Eager, by Enthusiast 27, out of Greeba, by Melton 8, occupies the sixth place among the sires of the season. Other winners, too, he has had-Aiglon, Amador, Halifax, Rangag and Sir Eager; but Eager himself is dead. Next comes that stoutly bred horse, Beppo (2) by Marco 3, out of Pitti, by St. Frusquin 3. Beppo was a fairly useful racehorse, winner, among other races, of the Union Jack Stakes, the Jockey Club Stakes, the Manchester Cup and the Hardwicke Stakes. standing at Lordship Stud, Newmarket, at a fee of 98 sovs., and will, no doubt, now receive more patronage, but he owes his present position in our list almost entirely to the efforts of his son, Aleppo, a game and honest stayer, winner of the Chester Cup, the Royal Ascot Gold Cup and incidentally of 5,580 sovs. in stake money. Breeders intending to secure nominations to Beppo will no doubt duly note the breeding of Aleppo's dam,

Chère Reine 10, by Florizel II. out of ¡Isoletta by Isonomy out of Lady Muncaster, by Muncaster out of Blue Light, by Rataplan out of Borealis, and so tracing to Queen Mary through Blink Isoletta is the grand-dam of both Bayardo and Lemberg, whose excellence as racehorses I myself have always attributed largely to the Blink Bonny-Queen Mary strain of blood; and while on the subject it may be of interest to note that mares of the No. 10 family have nearly always done best when mated with sires belonging to or inbred to one of the five great winning families. Of this such horses as Blink Bonny herself, got by a No. (1) family sire; Blair Athol, by a No. (3) sire; Caller Ou, by a No. (3) sire; Sir Bevys, by a No. (3) sire; Tormentor, by a No. (3) sire; Petrarch, by a No. (2) sire; Bayardo, by a No. (3) sire; and Aleppo, by a No. (2) sire—all out of No. 10 family mares-may be quoted in proof; but I would repeat that, to my way of thinking, the strain of Queen Mary blood, derived through Blink Bonny, is of inestimable value. It is, moreover, one possessed by few breeders. Next to Beppo, that is to say, eighth in our list, comes Marco (3), a chestnut horse, foaled in 1892, bred by the late Duke of Devonshire, and got by Barcaldine 23, out of Novitiate by Hermit (5). He is sire of Costello, quite a useful two year old, and the three year olds, Marten (winner of 2,792 sovs.) and Fanfarona, but is really deserving of more credit than his position in the list of this year's sires would indicate; for his son, Marcovil, out of Lady Villikins, is himself doing well as a sire, and it is, moreover, only fair to remember that in the course of his career as a sire Marco got many a useful racehorse, among them Beppo, winner of over 13,000 sovs., and Neil Gow-a good colt this-winner of over 10,000 sovs. in stakes. Cicero I include in our list because he is the sire of Friar Marcus-thought to be pretty nearly if not quite the best two year old yet seen out. I need hardly add that Cicero himself-by Cyllene o out of Gas (1) by Ayrshire (8)—is a singularly good-looking and evenly balanced horse, showing in marked degree the beautiful Barb quality, which he inherits, no doubt-I do not see from where else it can come-from his remote ancestress, Tregonwell's Natural Barb mare, tap-root of the No. 1 family from which Cicero derives

Now for a glance through the catalogue of the bloodstock to be sold in the course of the Second July Meeting. I note, to begin with, that Mr. Luckow is sending up Quarrel, by Cupid, with a colt foal by Flotsam, bred, therefore, on somewhat similar lines of blood as Princess Dorrie, by Your Majesty (sire of St Simon) out of Doris, by Loved One (sire of Cupid); also The Dhow, with a filly foal by Polymelus and covered by him again. The Dhow is not in the Stud Book, but reference to Prior's "H.B." Stud Book-an invaluable work to which attention was drawn in these notes a few weeks ago-will supply all information about her. Then comes a tremendous clearance sale-it is a clearance-of the fifty-eight horses in training owned by Mr. These are all to be sold without reserve, the reason for the sale being that room is required for the sixty yearlings bred at the stud. Several of the fillies have a distinct prospective value as brood mares, and I commend a careful study of their pedigrees to breeders. "The property of a gentleman," Sister of Mercy (1909), herself a winner, and half-sister to Morvina and Chain Armour, by Earla Mor out of Vincular, commends herself on her breeding, none the less that she is believed to be in foal to Marcovil. She has with her a colt foal by Cocksure II. The late Mr. E. Dresden's brood mares are included in the sale-Monday, the 13th; most of these have won races and are well-bred mares well worth inspection. Another "lot" that should be worth noting is Mr. H. K. Brushwood's mare Tagua (1908) by Ian out of Tagale (dam of Tagalie), with a colt foal at foot by Roquelaure and covered by Rock Flint (last service June 6th). Then there are three mares "the property of a gentleman": Queen of the Hellenes (1906), by Cyllene out of Quintessence; Bombe Glacée (1906), by Isinglass out of Bakery; and Livonia (1910), by Cyllene out of Berezina, a good winner in the Argentine, all believed to be in foal to Le Samaritain, sire of Roi Hèrode. Colonel Hall Walker will sell on the Tuesday, the 14th, thirty-one horses in training, with or without their engagements. Of these thirteen are fillies, five being by White Eagle. I note, too, the attractive pedigree of the filly Shako by Count Schomberg out of Blue Cap, a halfsister to Royal Realm; but the Tully blood will speak for itself, and breeders will doubtless make a point of inspecting the fillies bred at that famous stud. Three yearlings owned by the late Mr. E. Dresden will be sold without reserve on Wednesday, the 15th, when, too, without reserve and with their engagements, will be sold five yearlings bred by the Duke of Westminster, among them one by Bayardo, Morosali by Flying Fox, and a beautifully bred filly by Amadis out of Beaker, by Bend Or, TRENTON. out of Kissing Cup by Hampton.

POLO NOTES.

ALDERSHOT DAY AT RANELAGH.

HIS was a great day for Service polo. Sixteen teams met to contend for the Ranelagh cups for Cavalry and Infantry teams in a one-day tournament. The games were shortened so as to avoid too much strain on men and ponies, and very well the games worked out. The matches were played under handicap, modified, of course, to suit the shortened game. The handicap worked out well,

and some of the games were close. It was, of course, impossible to see everything, but I was able to watch several very interesting matches, notably one between the 15th Hussars and 5th Dragoon Guards, which was the deciding game of the day as it turned out. The single goal hit on the very stroke of time by Mr. Wells gave the 15th Hussars the match and, as it turned out, the Cup, but there was nothing to choose between these teams. They both had pace; they both were able to keep



W. A. Rouch.

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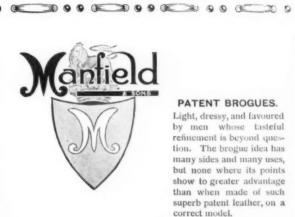
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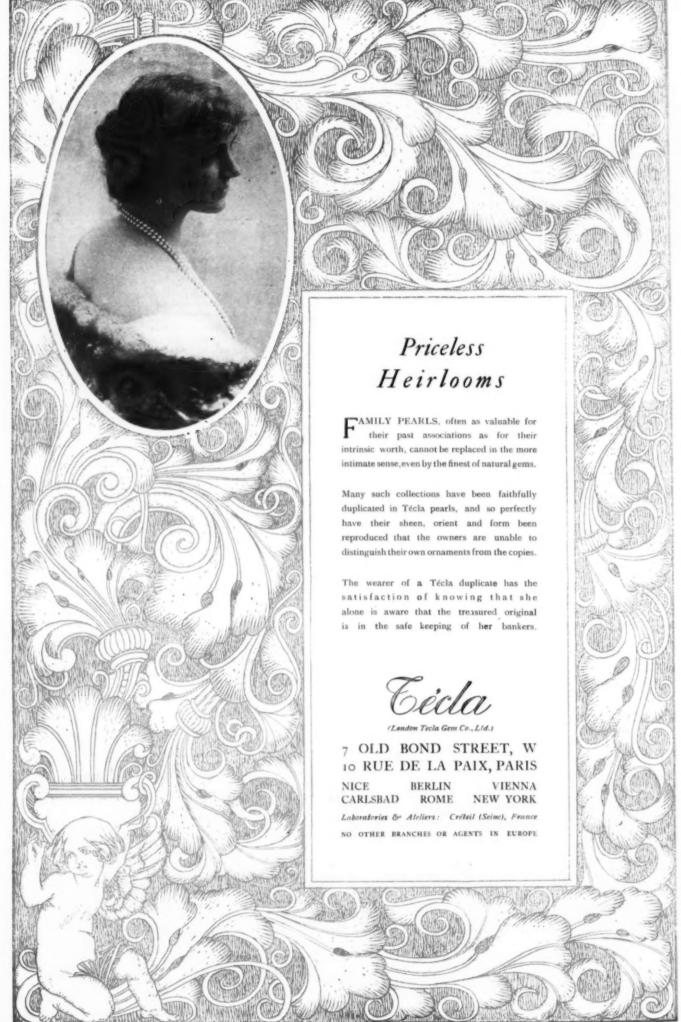
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their places when galloping fast. It looks very much as if for the future the victorious teams will be those which can gallop fastest and yet keep their formation. But this more than ever will tend to give the victory to those teams which have had

plenty of practice together, like regimental teams and the Old Cantabs. Having seen the 15th Hussars win their tie, I hastened over to the old ground to see the Queen's Bays, as, being old Indian friends, Colonel Wilberforce was playing as back in the regimental B team, which was on Thursday stronger than the A team. The former were well mounted, and rode and hit The defence of the B team proved too good for the Hussars, and enabled them in the final to hold the 15th Hussars for two periods, after which the younger team wore them down. But the Queen's Bays are full of polo talent, nor shall I despair of seeing the Inter-regimental Cup on their mess table. The Cavalry Cup went to the 15th Hussars, certainly the best team of the day, the 5th Dragoon Guards being very little, if at all,

behind them. Then came the Infantry Cup, for which the entries included seven teams from the Foot Guards. The Guards have a club and a ground of their own at Southfields. They are keen about the game, yet their polo is not really anywhere nearly as good as it ought to be. It is sound, but lacks dash and fire, and seemedt ame after the Cavalry matches. The Coldstreams won. They are the best team in the brigade, but they were only really made to gallop when they met their own C team, and won after a sharp struggle by 4 goals to 3 after extra time.

ENGLAND v. IRELAND AT HURLINGHAM.

This was polo of high quality. Although Ireland made a splendid effort about half way through, nothing but a collapse could have given them the game. Not only on paper were England much the stronger team, but they were as constituted on Saturday probably the best team now playing. The England team were the Old Cantabs, with Captain Tomkinson playing No. 1. The Ireland team—Mr. Aubrey Hastings, Captain Bingham, Captain Barrett and Captain Lloyd—were

been out of form, the Ireland team might have won, but that would not have brought the teams together, because a team must be judged not by the games they lose, but by those they win. It was a very fine game, and first-rate, if not very fast,



W. A. Rouch.

MR. BUCKMASTER AND CAPTAIN LLOYD.

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polo, helping, as we have seen, to establish the Old Cantabs as the best of the season; that is, in every International match we should choose them to represent England.

THE RANELAGH PONY SHOW.

This is always a good show, and the visit of the Coaching Club and their competitions add to the interest. There was a very small class of light-weight polo ponies. I think myself that it is better to have a middle-weight class as well. division into heavy and light weight is arbitrary and imperfect. Indeed, it is only a matter of convenience, because the power to carry weight is more a matter of shape than mere apparent substance. However, Mr. Grisar's Sunbeam was a good winner. It is a pony of smooth, level action, very handy, and with a nice turn of speed. The heavy-weight winner, Lord Shrewsbury's Hysterics, is a beautiful type of the polo pony, with power and quality. She has always been a favourite of mine, and should make an excellent brood mare when her polo days are over, that is, if they are not too much prolonged. Count de Madre, an excellent judge, won both prizes for polo-bred ponies. He

is a successful buver and trainer of polobreds, but has yet given the National Polo Society quite all the attention it deserves from a man so practically interested in polo ponies. The polo-breds had, too, the winner in the hack Mr. H. Faudel-Phillips' Tarantella and Chocolate Soldier are object-lessons as to the best sort of polobred misfits. Both are polo ponies over size. which have found their mark. In the harness classes, as is usual at Ranelagh, some of the very pick of our modern prizewinners were shown. Mr. Barron's Cadogan Flash and Mr. Quintin Dick's Sprightly



MR. HASTINGS AFTER THE BALL, FOLLOWED BY CAPTAIN LLOYD RIDING OFF MR. FREAK.

at best a scratch team of first-rate players, and bound to be outplayed and outstayed by the others. It is evident that if they had played under a handicap two or three goals would hardly have brought the teams together. If the Old Cantabs had

Spark, the latter beautifully handled by Mrs. Quintin Dick, were notable winners. Mr. Barron's chestnuts won again in the four-in-hand class for members of the Coaching Club.



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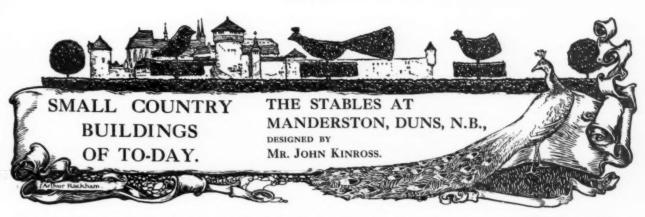
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HERE is a melancholy interest about the stables at Manderston. There are now in these fine ranges of boxes and stalls only the horses which

Lady Miller requires; but there was a time when they were filled with hunters and carriage horses, chosen by one of the most successful judges of horses of our time. Racing men will not have forgotten how Sainfoin won the Derby for Sir James Miller, nor how Rocksand, a son of Sainfoin, became a winner of the triple crown, and has become one of the most noted sires of our day. I can still recollect the excitement of the 14th Hussars over the Derby victories won by Sir James, who was a keep soldier and who was a keen soldier and adjutant of that regiment. He was made a D.S.O. for service in South Africa. But these stables are chiefly connected with the hunting career of Sir James Miller. He took, in 1897, the Northumberland and Ber-wickshire hounds, and set to work to make the pack. Starting with drafts, began to put on home-bred hounds in 1901. The stables hounds in 1901. The stables are laid out in the spacious manner of our forefathers. They are built solidly of grey stone, and the pleasant

grey stone, and the pleasant tint of the stone contrasts well with the red of the doors which open on the stable court. The ground plan is laid out with careful regard to convenience. The stud boxes, the loose boxes for the hunters, and the stalls for the carriage and coach horses are almost perfection in their

arrangement and in their relation to one another. anyone was about to build stables on a large scale for many horses, it would be difficult to find a better ground plan than this to start from; nor did Mr. John Kinross, the architect who re-modelled Manderston and designed these stables, neglect the weightier matters of cubic space and ventilation. I suppose every horse lover who goes into a stable for the first taken taken for the first time takes note of the ventilation. Look at the fine spaciousness of the six-stall stable, with its overhead ventilation and its bright, cheerful lighting. can imagine that the Master of such a stable might spend many pleasant moments watching his horses enjoy their rest and listening to the slow, solemn munching and the rattle of a chain or the stamp of a hoof, which are such pleasant sounds to the ear of the man who loves horses. If the stables are convenient, with a sim-ple stateliness of their own, the harness-room is charming. Note the floor, the spacious chairs, the table and the touch of practical sense which is so characteristic of the sportsman in the heating apparatus under the



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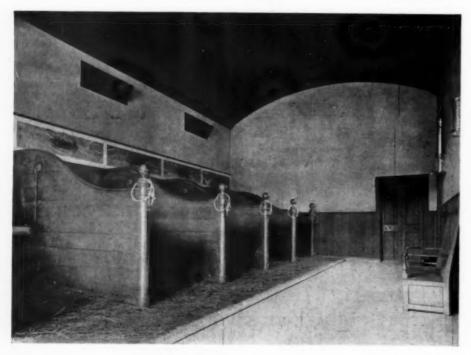
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STABLE WITH SIX STALLS.

"COUNTRY LIFE."

fine table, and then the walls. There is nothing more walls. There is nothing more decorative than well-made, well-kept harness. We are reminded of the tastes of the Master by the racing jacket hanging in the glass case by the coach-horse harness, and the bridles each in its place, so that every horse can have the bit that suits it. I know no department of life in which details, finely and exactly carried out, mean so much to our pleasure as they do in the stable. Our predecessors felt this, as we can see in the fine mahogany doors of this Man-derston harness-room. There is a touch of sadness in the horn on the table. Lastly, there is the fine coach-house. To my mind there is a great charm about an old coach-house, with its memorials of the tastes and pleasures of the owners in the past. Of the minor pleasures of life there is none more attractive than the gentle grind of carriage wheels on a road and the inspiring sound of the "Tantivy" trot of the horses. There is a postof the horses. There is a post-chaise here, and a landau and a coach. I wonder if many of my readers have ever travelled behind postillions! It was, I can assure them, charming. You may still see a carriage drawn by horses and driven by a postillion flitting ghost-like through the lanes and roads near Ensom lanes and roads near Epsom at midnight. It is in this way that a statesman finds refuge from the sleeplessness which is the curse of the twentieth century. It is all quite real, but that carriage with its swift horses and the postillion rising in his saddle, passes us swiftly out of the night, like a ghost

from the past.

But I have wandered far from this Northern house and its stables. The comparative silence lends itself to dreams. Will our grandchildren visit with the same sort of tender regret the deserted garages and try to sniff the odours of petrol? But, after all, racing is sport, and so are hunting and coaching; and mechanics are the death of

We cannot, however, visit stables like these without having impressed upon us the principles of stabling horses. Light, air, ventilation, order, a neatness carried to the last detail, are at once necessary and delightful. The Master of these stables had in his lifetime every success. He was a soldier, and he saw service; he was an owner and breeder of bloodstock, and he won the Derby with a horse of his own breeding; he had his own hounds, and passed away before Time could cast a shadow over his full and active life. So we turn away from the

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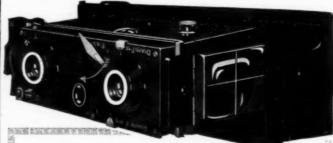
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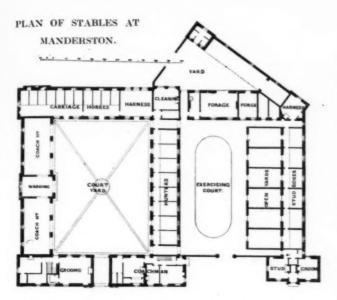
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stables across the wide court, gay in the sunlight with its colouring, and through that fine gateway, simple, dignified, and satisfying.

TENNIS.

MATCHES AT THE ROYAL COURT.

NE of the most gratifying features in the growing popularity of tennis is the revival that has taken place at the historical court at Hampton Court Palace. A few years ago the membership of the Royal Court fell as low as twenty-six. There are now fifty-three regular and sixty affiliated members. In 1911 only 154 courts were booked in the whole year; in the first six months of the present year far more courts than that have already been taken. The court itself has a fascination all its Many a British monarch, from Bluff King Hal down to the late King Edward, has played the "Game of Kings" within its walls, and it was in the dedans of this court that Queen Elizabeth was sitting when the Earl of Leicester, " all a-sweatinge from the game, pluckt the kerchief from her bosom to wipe his face thereon," at which breach of etiquette the Duke of Suffolk drew his sword, and blood nearly flowed. The building, except for a new floor, which was laid in Stuart times, differs in no way from the original, but a great improvement was made last year when the roof, originally black, was painted white. Now the light is excellent and the court in every respect a pleasant one to play in. Last week two inter-club matches were played there on successive days, the Royal Court meeting Queen's Club on Wednesday and Cambridge University on Thursday.

The first match was chiefly notable for the fine play of Mr. H. J. Hill and Mr. J. J. Freeman for the home side. The former beat the Hon. J. N. Manners very easily, though it must be admitted that his opponent was out of practice, while the latter, after at one time appearing beaten, finished very strongly against that much improved player, Mr. E. L. Phillips, and defeated him by 2 sets to 1, a very fine performance for the veteran player. Mr. T. Freeman, who plays second string for Oxford this year, was just too good for Colonel Ommanney; and though Mr. Agar was somewhat unexpectedly beaten by Mr. C. Leaf, the Royal Court won the singles by 3 matches to 1. The four-handed matches were divided, each side securing one.

Cambridge brought down their strongest team on Thursday, and as Alfred White, who was to have assisted the Royal Court, was indisposed, the result was a foregone conclusion. Cambridge won all their matches but one, in which Mr. H. J. Hill once more proved how good a player he is, especially in the Royal Court, by defeating Mr. H. W. Leatham by 2 sets to nil. Mr. Leatham does not seem to be playing quite so well as he did earlier in the year. He puts more easy balls into the net, and does not get down to the ball as well as he used to. Perhaps he is a little stale. Mr. Agar made a good fight against Mr. Woosnam, but the latter's wonderful pertinacity of return was too much for him in the end; while Messrs. Stuart and Hardy were too strong for their opponents, Mr. Hamilton and Mr. T. Freeman, both in the singles and four-handed match. Messrs. Hill and Agar made a great fight against Messrs. Leatham and

Woosnam, after looking hopelessly beaten at one time, but the younger pair won in the end.

It is a far cry from a court built some four hundred years ago to one which is celebrating its third anniversary. Marshall's beautiful court at Seacourt, Hayling Island, was three years old last Saturday, and the fact was celebrated by a match between A. Twinn, the Cambridge professional, and D. Wilson, who holds that position at Seacourt. The former, once he had become accustomed to the court, showed that he was considerably the better player. He has a more heavily cut stroke than his opponent, and his service, on this occasion at any rate, was more effective. He won the first set at 8-6 and the second at 8-1. The second set, however, was closer than it looks on paper; many of the games ran to deuce and vantage, and Wilson as unfortunate in making his bad shots at critical moments. He worked hard and showed plenty of return, but did not seem able to kill the ball, and was too uncertain. Twinn fully deserved his victory.

A. R. H. deserved his victory.

LAWN TENNIS NOTES.

THE CHAMPIONSHIPS.

HERE was none of the wild excitement about the first week's play at Wimbledon which characterised the corresponding period of last year's championships. But that public interest in the game shows no decrease whatever is clear from the fact that there were more than six thousand spectators present every day at the end of last week. And very greatly they appreciated the new stand accommodation and the fresh arrangement of the tea lawnsimprovements which were long due, and have now been properly provided. Some of the competitors openly regretted the passing away of the old "Competitors' Stand," a cosy corner from which all the best players in the world have watched their rivals on the centre court in past years; but certainly it was only a regret for old associations' sake, since the new stand for competitors gives them an end-on view of the play instead of a side-angle one, and there is much more room in it.

The principal features of the first week's play, so far as the men's singles are concerned, were the welcome return to form of J. C. Parke and the indications given by Norman Brookes that his game was just as compelling as on his last visit here seven years ago. Doubts were freely expressed as to Parke surviving even the first round, but after a nervous start he came gradually on to his game, and defeated, one after the other, C. P. Dixon, G. T. C. Watt, F. G. Lowe and G. A. Caridia, without losing a set to any of them, and in most cases showing an overwhelming superiority. Norman Brookes' matches were quite extraordinary. Out of the first nine sets he played he won seven love sets! -three love from Davin and two each from M. J. G. Ritchie and W. L. Clements; Ritchie won one game from him and Clements. The veteran champion, A. W. Gore, "stopped the rot" on Saturday, but after the first set he could make no impression on the Australian, whose performance was quite as noteworthy, though not so loudly boomed, as M'Loughlin's last year. Although this will be ancient history, and one of these heroes. may have won the All-Comers and been beaten in the Challenge Round by the time these notes are in print, it is, perhaps, just worth while to note the first week's performances of the two men who were favourites for the final.

NEXT WEEK'S DAVIS CUP MATCHES.

Next Monday Folkestone will be as full of tennis enthusiasts as in its own Tournament Week in August, for the Pleasure Gardens Courts have been selected, wisely, as the venue for the first of the Davis Cup matches for 1914-Belgium v. the British Isles. The Belgian side will be Chevalier Paul de Borman, A. G. Watson, W. H. Duvivier and L. Trasenster, while our men are J. C. Parke, H. Roper Barrett, A. R. F. Kingscote and T. M. Mavrogardato. Two singles will be played on Monday, the double on Tuesday, and the remaining two singles, if necessary, on Wednesday. The British Isles ought to win this match comfortably, and, it they do, the same team appears at Wimbledon next Saturday, and on Monday and Tuesday of next week, against France in the second round. France is unluckily deprived of the great services of André Gobert and W. H. Laurentz, but M. Décugis M. Germot, F. Poulin and J. Samezeuilh ought to give a good account of themselves. They are sure of a great crowd to witness their matches, for this will be the last match in England this year. The winning country (but not necessarily the same four players) journeys to America directly afterwards to play the surviving team of Germany, Canada and Australasia there,

for the honour of meeting the United States in the Challenge Round. Mr. Dwight Davis, who gave the Davis Cup for international competition, is reported to have said that if he had foreseen to what heights this contest would rise in a dozen years, it should have been made of gold instead of silver. As a matter of fact, that would not have accentuated interest in its result in the least. The competition itself has revolutionised the game, and is more directly responsible than anything else for its rapid and enormous spread during the last decade. F. R. B.

CROQUET.

ITH ideal conditions prevailing throughout, the thirty-fourth celebration of the Croquet Championships meeting, held last week at Rochampton, can hold worthy rank with any of its predecessors. Furthermore, the interest in the play was ed by the three championship events being conter Alternative "A," or "Either Ball," as it is tested for under Alternative sometimes called. That this innovation, introduced last year, has come to stay, last week's experience seems strongly to suggest, though the rule is generally conceded to be still capable of im-provement, especially in the case of a player who pays no penalty for sticking in a hoop. With the lawns always on the fast side a thoroughly satisfactory test of skill was afforded, and though doubts were expressed by some people as to whether the standard of play was quite up to the average, these folk would appear to forget that, under the "Either Ball" rule, little in the way of a faulty stroke can be concealed. In winning the Croquet Championship for the first time, Mr. P. D. Mathews—one of the most attractive of the Irish players—has at last come into his own, his requires heat performance being his exercises here the Champion. his previous best performance being his success in the Champion Cup two years ago. He improved greatly in his play as the event progressed, and no better croquet could be wished for than that shown by the winner in the final round against Lord Tollemache. Though lucky in having the chance given him of pulling each of his first three matches out of the five, Lord Tollemache deserved the position of runner-up for his convincing defeat, by faultless play, of the holder, Mr. Cyril Corbally, five-time champion. That steady and consistent player, Mr. H. W. J. Snell, has each year made an upward movement in this event, and his getting into the last four on this occasion was amply justified by his good into the last four on this occasion was amply justified by his good croquet. In the early stages, Mr. A. Rayden Stone played so confidently and well as to raise hopes of success, but he failed to do himself justice against Mr. P. D. Mathews in the fourth round. Absent, as he has been, from the game for two years, and with no experience of Alternative "A," Mr. W. H. Fordham's prominent display was especially praiseworthy, while for a new aspirant to championship honours, the West Countryman, Mr. F. W. Ward, in his defeats of Mr. C. L. O'Callaghan and Mr. J. W. Woolston, made a most promising début. The fact of Miss E. M. Bramwell—who is also a first-class golf player—securing the Ladies' Championship for the third time, without the loss of a game to any opponent, bears eloquent testimony to the play of this quick and fascinating player; but it is probable that but for her previous arduous exertions in having averaged three games each day, the Bedford lady, Miss D. D. Steel, would have given a much better account of herselt in the final round. The holder, Lady Julian Parr, who was not seen at her best, had to be content with reaching the last four, a position which Miss E. Reid, the winner in 1911, was fairly entitled to, and might possibly have improved upon, but for having to undergo more than one severe fight in the mixed doubles championship. This event was won for the fourth time by Mr. C. L. O'Callaghan and Mrs. Gordon Lockett in a more conclusive style than any of their

SHORT NOTES ON NOVELS.

The Whistling Man, by Maximilian Foster. (D. Appleton, 6s.)

A complicated mystery supplies the central interest of this tale; and, so ingeniously is the matter disguised, it is with real relief that the disclosure of the truth is at last arrived at by the baffled reader.

A Lad of Kent, by Herbert Harrison. (Macmillan, 6s.)

A story of adventure in the early nineteenth century. Smuggling and the pressgang play their part in a well written narrative that should engross the average youth.

The Judge's Chair, by Eden Phillpotts. (John Murray, 6s.)
Mr. Eden Phillpotts' is the easy, tolerant philosophy of one who,
without evading or overlooking the tragedy that lurks in realities both grave and gay, is able to accept the certainty of a general happy for-tuitousness in the scheme of affairs; and in this collection of sketches of Dartmoor folk this genial quality is characteristically displayed in several tales that, in less able hands, might have struck a sombre note.

One Man's Way, by Evelyn Dickinson. (George Allen, 6s.)

Though Miss Dickinson's novel in its plot at times has reco

to crude melodrama, it is, at its best, a book that betrays thought and experience in an author capable of better things.

A Stepdaughter of the Prairie, by Margaret Lynn. (Macmillan, 6s.)

Somewhat discursive, and breathing a gentle appreciation of the beauties of Nature, these sketches should appeal to the prairie lover who is of a contemplative turn of mind.

An Astounding Golf Match, by Stancliffe. (Methuen, 6s.)

An original story of a cross country golf match, in which the adventures of the pair who have arranged it make capital entertainment.

WOMEN AS GARDENERS

II.-THE MARKET GARDENER.

ARDEN design and advisory work have already been considered in a former number as among the considered in a former number as among the openings best fitted for women as professional gardeners. Probably the calling that is most remunerative in the end, though it requires some capital at the beginning, is that of the market gardener. Many women have been successful in this calling, from the farmer's wife, who for generations has sold her garden produce, to such highly scientific exponents of the trade as, for instance, Miss Hemus (now Mrs. Ashworth), and the Misses Allen-Brown. The Hemus sweet peas and the Allen-Brown violets are known everywhere, yet these growers started before gardening, as a everywhere, yet these growers started before gardening, as a profession for women, had gained any hold on the public mind, and in their own quiet way they have been wonderfully and honourably successful. Miss Hemus, as she still calls herself for business purposes, is the daughter of a farmer in Worcestershire, and has lived at Upton-on-Severn almost all her life. She began her professional career about eleven years ago, with small capital and a field on her father's farm. She concentrated her capital and a field on her father's farm. She concentrated her attention on sweet peas, and was encouraged to specialise in scientific growing and hybridising by her brother-in-law, Professor Biffen, of the Cambridge Agricultural School. She and her husband, Captain Ashworth, now have about thirteen acres of land, and have built their own house, with separate business offices, an engine house for light and water, stables, pigsties, etc.

The light, sandy soil of the district is especially suitable for sweet peas, but it has to be planted with vegetables between the crops of peas to make sufficient "humus." The peas are planted in long rows, running north and south, about six feet

sweet peas, but it has to be planted with vegetables between the crops of peas to make sufficient "humus." The peas are planted in long rows, running north and south, about six feet apart, a distance that admits a small water-cart drawn by a horse between the rows. Water is supplied from a small stream on each side of the garden. Heavy expense is incurred for manure, which in that district costs twelve shillings a ton, and, as may be imagined, a ton does not go far on nearly thirteen acres of highly cultivated land. The work is extremely scientific, chiefly hybridisation and cultivation of seeds for market, which are kept absolutely perfect and true to type. It requires considerable knowledge of scientific methods to appreciate all the trouble and expense that this means. Without exaggeration, millions of seeds are destroyed annually, because stocks prove untrue or otherwise do not come up to expectations. They are all sown in the open ground in September, and perfection of colour is studied more carefully than even the shape or size of the flowers. The work of sowing, staking, watering, spraying and harvesting is enormous, to say nothing of the actual delicate, business of artificial fertilisation and hybridisation. The gathering of flowers for market is a minor process, because the second bloom is generally utilised for seed, but, of course, a certain number are especially grown for shows.

Sweet peas became very fashionable a few years ago, and their cultivation is remunerative, although the expenses are heavy and the competition keen, but it is an engrossing and extremely

cultivation is remunerative, although the expenses are heavy and the competition keen, but it is an engrossing and extremely and the competition keen, but it is an engrossing and extremely interesting business, full of possibilities for development. The beauty of the fields in June or early July must be wonderful; such a wealth and wonder of colour and scent, such a glorious harvest of loveliness and delicacy; but by the end of August there is nothing to be seen but bundles of brown sticks and only a few remaining pickers. Of course, there are a thousand difficulties which are not appreciated by the onlooker—disease, unpropitious weather, unforeseen failures of various kinds—but the triumph of producing a new colour, a better shape or finer flower must be well worth all the trouble.

The Misses Allen-Brown's Violet farm at Henfield in Sussex gives a similar sense of security and prosperity, and they also began, as she explains in their fascinating little publication, "The Violet Book," about six years ago, on very slender capital, a very tiny garden and the smallest possible stock of experience or knowledge. "Our stock-in-trade," they say, "was a very small but sunny garden, a couple or so of frames, some elderly tools and much cheerful self-confidence." They also mention a gift that is sometimes overlooked, "the gardener's lucky hand." The partners now have about nine acres of land and rows of excellent

cheerful self-conndence." They also mention a gift that is sometimes overlooked, "the gardener's lucky hand." The partners now have about nine acres of land and rows of excellent glass-houses, and they have developed to its utmost limit the art of producing violets for market from the earliest possible date all through the winter. Violets are also grown in a separate field for distilling and producing the scents, powders and soaps especially connected with the name of the Henfield nurseries. All this is worked by the two Misses Allen-Brown, a secretary, two gardeners, two labouring men and a boy. The Misses Allen-Brown also take students, generally about seven or eight, who learn the work of growing violets for market, and very strenuous work it is. They are taught not only the actual cultivation of the flowers, but also packing, which is a branch of study too often neglected; it is very specially considered at Henfield. These instances and examples of the success of women in garden design, in advisory work and in market gardening might be largely multiplied. They are the pioneers who have borne the burden and heat of the day and made the path easier for their followers and successors. Three things are necessary for success. First of all, love of the work and entire absorption in

cess. First of all, love of the work and entire absorption in Divided interests do not answer, because it is necessary to be not only always at work, but always learning, on the look-out





Shakespeare's Seven Ages of Man

From "As You Like It."

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July

for new discoveries and new methods, in order to keep steadily on the path of progress. Secondly, a great business aptitude, either natural or acquired, is absolutely necessary, and is often a serious difficulty to women of a certain social standing, because for generations they have been accustomed to the chivalrous manner in which their mankind have shouldered the burden of business matters for them. At first it is delightful to discover that many people are ready and willing to help, to teach, to make allowances for a woman, but afterwards it is disheartening make allowances for a woman, but afterwards it is disheartening to find ability discounted, and pleas for "a fair field and no favour" disregarded on account of sex. If a woman has accepted privileges and advantages it is difficult for her to make a stand to safeguard her fair rights and interests. This applies equally to all professions which women enter, and they should be on their guard to establish a business footing from the beginning. Once Jones, gardener, has business relations with Smith, dealer, of Covent Garden, or any other market, sex no longer enters into the question. Prettily worded apologies will not make up for fruit that is not carefully "graded" and packed, or vegetables that are not despatched with absolute regularity and punctuality.

It is advisable for every woman who means to enter a business to go through a course at one of the numerous colleges where book-keeping and other details of business are taught. Six months of such extra tuition at the beginning would often save six years of the severe, sometimes almost heart-breaking, tuition that is given by experience alone. One difficulty that is often mentioned no woman need fear. She is constantly told that no commercial undertaking can be carried on with absolute honesty and success. "Tricks of the trade" are said to be essential, but this is a mistake. Every woman must be prepared to encounter "sharp practice" among her competitors, but absolute honesty and unswerving integrity will always at last win respect and find their reward.

The third necessity is the most essential, and often the most difficult of all to attain—health. It may be said for the profession of gardening that it is the healthiest in the world. But here again women have to learn. They are apt to be too eager and anxious, to organise insufficiently and so throw away time, which means that they overwork and do not husband their strength. A clever and ambitious beginner often thinks that no one can do anything but herself, and will not take the really more intelligent trouble to arrange that the work should devolve in an orderly manner on the right shoulders. As the openings suitable for educated women lie to a great extent in organisation and direction, these matters need very careful study.

Edith M. Keate.

(The first article was published in our issue of Feb. 7th)

THE HOLLAND HOUSE FLOWER SHOW.

great summer show arranged by the Royal Horticultural Society is being held, as we go to press, in the charming grounds of Holland House, Kensington, by kind permission of Mary Countess of Ilchester. Just before the public were admitted Queen Alexandra visited the show, and other Royal visitors were the Dowager Empress of Russia and Princess Victoria. Although this exhibition is naturally of a different character to the spring show held annually by the society at Chelsea, it is none the less interesting, inasmuch as the bulk of the exhibits are composed of flowers from the outdoor garden. Indeed, the lesson that one learns more than any other from this wonderful show is that hardy flowers are rapidly increasing in public favour, and that they are being so greatly improved that colours and forms to suit every conceivable taste are now obtainable.

The best exhibit in the show was that from Messrs. R. Wallace and Co., the Coronation Cup offered for the best group being awarded to it. This consisted of about one thousand square feet of space laid out in the form of a long, narrow pool, with rocky, plant-fringed margins. Grouped on either side, in a bold yet tasteful manner, were Japanese irises of size and quality such as have never been seen in this country before. The colour combination was perfect; white, rose, purple and deep blue vied with each other for supremacy, yet there was nothing to offend even the most critical eye. Morning Mist, a wonderful combination of white and blue; Mikado, white, heavily veined deep rose; and Recumbent Dragon, purple, are three varieties of these irises that ought to be in every garden where there is a pool of water.

Of other hardy flowers one could say a great deal did space permit. Perhaps after the irises the delphiniums were the most conspicuous. One found them everywhere, here arranged in serried ranks of deep and pale blue, and there grouped in bold masses that provided a valuable object-lesson in the use of these plants for creating striking effects in the outdoor border. Mrs. Creighton (rich dark purple, double flowers), Midas (iridescent blue) and King of Delphiniums (deep blue) were three that specially appealed to us; but there were a great many other good ones. Lilies in abundance, water-lilies of the new hardy hybrid section, and herbaceous phloxes of many and varied hues were other conspicuous hardy flowers that all tend to show what advances have been made in this direction in recent years.

Roses, owing to the terrific heat, were in too poor condition to say much about. Before the show was opened, most of the cut blooms had faded. New varieties of outstanding merit were not conspicuous, and doubtless most of the raisers were saving them for the National Rose Society's show, to be held in the Botanic Gardens, Regent's Park, on Tuesday of next week. There was, however, one very interesting competition for new roses, a valuable cup being offered for the best scented new variety. This cup was awarded to a large, rather flav rose of deep bright cerise pink colour and appropriately named Queen of Fragrance. It was shown by Messrs. William Paul and Son, and promises to make a good garden variety, though it is never likely to be of use for exhibition purposes. Very close in merit to it was Mrs. George Norwood, a beautifully shaped and sweet-scented pink bloom.

Sweet peas were, naturally, largely in evidence, and several good new varieties received awards of merit. One of the most striking of these was The President, an intense orange scarlet variety of good form, substance, and very fragrant. Another charming novelty was Mrs. Hugh Wormald. This has a soft salmon pink standard and deep cream wings. As shown it was very beautiful indeed, but we expect the colour would fade quickly in the sun.

Fruits and vegetables were generally well represented at this show, but this year we thought they were rather fewer than usual. Fruiting trees of cherries, peaches, nectarines, figs and dessert apples in pots were a feature of several large groups, and served to show the value of this method of cultivation for securing high-class fruits. The Hon. Vicary Gibbs showed one of his wonderful collections of vegetables, the very choicest kinds and varieties in cultivation being staged as only his headgardener can stage them.

ANSWERS TO CORRESPONDENTS.

GARDEN.

SMALL-FLOWERED DWARF CRIMSON ROSE (Negus).—There is no doubt that the eyou saw shown in pots in London a year or two ago was Jessic. It is a polyantha SMALL-FLOWERED DWARF CRIMSON ROSE (Negus).—There is no doubt that the Rose you saw shown in pots in London a year or two ago was Jessie. It is a polyantha rose, and was raised a few years ago by Messrs. H. Merryweather and Sons of Southwell. It is an ideal rose for bedding, continuing to flower from early July often until well into December. It has been referred to in our gardening articles on more than one occasion. As a pot rose it is very charming, though, in common with many others, the colour of its flowers is not quite so good as when grown naturally.

PHLOXES NOT THEIVING (Meta).—We imagine from your description that your herbaccous phloxes are attacked by eleworm, but cannot say definitely without seeing a specimen plant. If you care to send one for inspection we shall be pleased to assist.

SWEET PEAS WITH CRIPPLED SHOOTS (J. C. G.).—There is no doubt that your sweet pea plants are attacked by a disease commonly known as streak. This is first manifested by the tops becoming distorted and beat, then the plant takes on a sickly appearance, the stems show brown streaks and eventually die. So far as we are aware, there is no remedy—we have tried scores of mixtures—and we advise you to pull up and burn all: plants that are attacked.

SUBSTITUTE FOR NATURAL MANURE (Beamish).—There is, as you say, an increasing difficulty in obtaining natural manure for garden purposes, especially in or near towns. Unfortunately, so-called artificial fertilisers do not answer well by themselves for any length of time. It is necessary that decaying vegetable matter be applied, as this has physical as well as a chemical action on the soil. One of the best substitutes for natural manure that we know is a patent hop manure that is frequently advertised. This consists of spent hops treated with chemical plant foods, the hops providing the necessary vectable matter.

NATURAL HISTORY.

W. C. Johnson.—The demoiselle cranes will live on the same food as ordinary poultry—grain, meal, chopped meat, green stuff, etc. They should have a shed to retire to at night, as they do not like cold or damp, and their water pool should be at least a foot deep. Give as much liberty as possible.

BATS IN CHURCH (W. J. Brooke) .- If you want to get rid of the bats without destroyhars in CHRCH (W. J. BROOKE).—If you want to get rid of the data without destroy-ing them, the only method we can suggest, and we have known it practised with success, is to find out the holes by which the bats leave the roof and to cover them over with a small-meshed net in the evening after the bats have flown. Probably some of the bats will be imprisoned, and it will be necessary to give them a chance of escaping by removing the net for a short time at dusk on following evenings.

TAPIF.—The Maiayan tapir differs from the South American most noticeably in its colour, which in the American species is of a uniform dark brown or almost black. The Maiayan species has the head and neck and the fore and hind limbs glossy black, while the intermediate part of the body is white or fiesh-coloured. It is a curious circumstance that the young of both the American and the Maiayan species are conspicuously marked with spots and longitudinal stripes of white or fawn on a darker ground. In the skull of the Maiayan species the nasal partition does not extend in front of the nasal bones.

W. L. Royner, (A) The blick your describe is without doubt the leaser spotted wood.

W. L. Bruse.—(1) The bird you describe is without doubt the lesser spotted wooder, which is fond of nesting in the decayed branches of old fruit trees. The young is probably left the nest some weeks ago. (2) There is this year in many districts a iceable scarcity of summer migrants. On a house we know of, where there are usually seen thirty and forty nests of house-martins, there are only five this year

MISCELLANEOUS.

A LOVER OF ANIMALS.—We make it a rule not to publish any letter unless it is accomied by the name and address of the writer—not necessarily for publication. but as panied by the name and a guarantee of good faith.



ENGLISH AND AMERICAN ART JOURNALS

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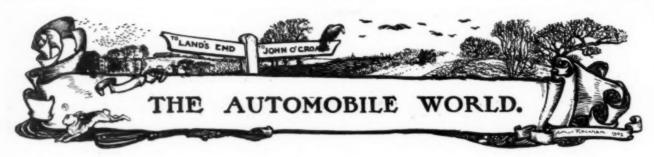


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RANDOM COMMENT.

HE announcement of the dates of the Autumn Exhibitions comes as a reminder that the motoring year is well advanced and that the makers are already settling the final details of their next season's models. It is fairly certain that in the great majority of instances these will show little variation from this year's patterns as at the moment there is small encouragement for designers to embark on radical departures from what may be regarded as standard practice for touring cars. There is much scope, nevertheless, for improvements of a minor character, and it will be interesting, when the time comes, to note how far the makers have endeavoured to rectify those defects which every practical motorist knows still separate the majority of cars from the ideal wehicle of their dreams. Where, for instance, is the full-powered car which on a cold morning will start up at a turn of the handle and run steadily and pull well without considerable delay, wasteful in time and petrol, for warming up the engine. One's memory may be short, but I do not think that in the old days it was necessary to keep a six-cylinder engine running for five or ten minutes in the motor-house before it was capable of pulling out to the front door. The defect, for which the heavy grades of petrol now in general use are, doubtless, largely responsible, is less noticeable in the few warm months of the year, but I have met with innumerable instances of this irritating lack of power in cold engines during the winter and spring. Most cars of recent date carry accumulators of large capacity for lighting and starting purposes. An electric carburettor heater which would volatilise the heaviest spirit, however cold the engine, would probably

overcome much of the difficulty and need not be a very complicated affair. The current used would certainly be more than saved in the reduced call on the battery for starting purposes, if a self-starter were fitted. Such devices are common in America, I believe, but English makers have so far fought shy of them.

Again, a serious effort should be made to overcome carbonisation troubles. The cylinders of the modern engine, in the majority of instances, quickly become foul, and the resultant preignition robs the car of much of its efficiency and smoothness of running, and spoils most of the pleasure of driving. It is, perhaps, too much to hope that the fouling of combustion chambers can be prevented altogether, but some attempt might be made to facilitate the removal of the deposit of road dust and burnt oil which causes the trouble. At present the owner must choose between having his engine dismantled at least once or twice a year for cleaning, an expensive job with a large car, and resorting to the oxygen process, which is much cheaper, but gives less lasting results. Burning out the deposit by means of oxygen would be far more efficacious if easier access could be had to the cylinder walls and piston heads. Would it be impracticable to provide every cylinder with a water-cooled cap or plug which would enable the cleaning process, either by hand or oxygen jet, to be carried out in a thorough manner without dismantling the entire engine? Automobile engineers have tackled far more difficult problems with success, and it seems that here is one which stands in urgent need of solution.

This failure to appreciate the seriousness of a defect which is well-nigh universal in these days is characteristic of the general



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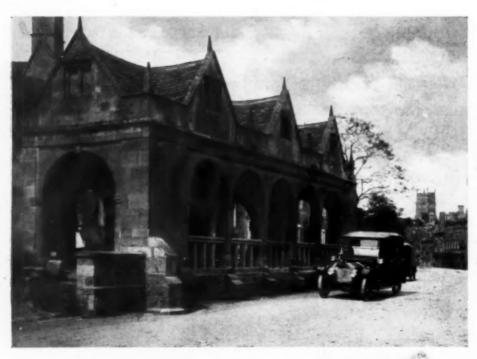
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A WOLSELEY AT THE OLD MARKET HALL, CHIPPING CAMPDEN.

cattitude of many makers towards their customers. Too many firms seem to consider that they have done all that can be required of them when they have handed over to their customer a car which is up to the modern standard of silence, comfort and general trustworthiness. Its behaviour at the end of a year's work, and the amount it costs its owner for upkeep, seem, in too many instances, to be matters of comparative indifference to the maker. That this is an entirely mistaken policy is beyond question, and I believe that the most successful firms in the future will be those who use every endeavour to ensure that their cars can be kept in good running order for a reasonable period of time at a minimum of expense. It may sound a counsel of perfection, but there is little doubt that it would pay in the long run to carry out all repairs at cost price. Nothing more disgusts an owner than to be faced at the end of only a year's use with a bill amounting to £50 or £100 for an overhaul the actual necessity for which is probably not very apparent to him. Silence and reliability are taken for granted in the modern car, and it is certain that in the future the reputation of any given make will be judged largely by cost of upkeep.

cost of upkeep.

It is, therefore, a little surprising that makers do not study
the question more closely when designing their cars. There
are certain parts of every

chassis which will necessarily require renewal or adjustment at more or less frequent intervals. Universaljoints, shackle pins, brake shoes, steering connections and the like are subject to continuous wear and tear, and such parts of the mechanism generally figure in the estimate for an overhaul. Comparatively few makers, however, seem to have devoted serious attention to making the dismantling and repair of such parts as simple and inexpensive a job as possible. Still less have they endeavoured to standardise the cost of such repairs, so that an owner may know before sending the car to the works exactly what this or that renewal will cost. Great improvements have, no doubt, been made, and one no longer comes across such glaring instances of inaccessibility as were common in the early days of motoring; but I believe that the successful car of the future will be of simpler design and easier and cheaper to keep in good repair than the unnecessarily complicated vehicles which

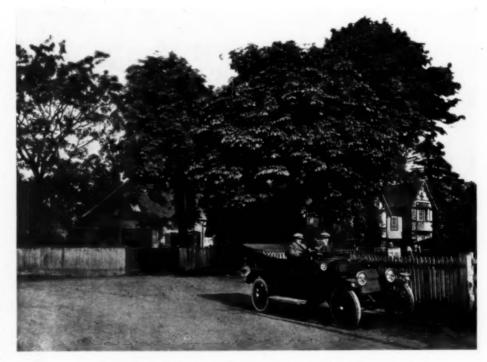
many leading makers produce at the present time.

Another glaring defect of the majority of modern cars is the inflexibility of their cooling arrangements. With hardly an exception the same system has to do duty whether the car is running on level roads in mid-winter or climbing Alpine passes under a broiling summer sun. It is obvious that what is efficient for one purpose must be totally inefficient for the other, and yet a good car should be capable of adapting itself to every variety of road and weather conditions. The way out of the difficulty would seem to be to fit radiators of larger size than are required for ordinary use, and to provide some device by which a portion of the cooling surface could be masked when running over level country in cool weather. Something in the nature of a variable gear might also be applied to the fan, so that a more powerful draught could be induced when the conditions demanded it. Every engine runs best and most efficiently with the cooling water at a

with the cooling water at a given temperature; but with the present inelastic circulation arrangements the proper temperature can only be attained by accident and for short periods of time.

by accident and for short periods of time.

So far as body-work is concerned, an improvement demanded by a large class of owners is a finished surface which is more durable and more easily cleaned than ordinary varnish. To the man who takes a pride in the appearance of his car varnish is a constant source of anxiety, especially if washing down can only be done at irregular intervals and with more or less unskilled labour, as is the case when a paid driver is not employed. I have sometimes suggested in this column that something in the nature of an "egg-shell" or mart finish would overcome the difficulty and, at any rate in the lighter shades of colour, look sufficiently smart to please most owners. Presumably it would be far less susceptible to the scratches from sticks, umbrellas, luggage and passengers' feet, which quickly mar the appearance of ordinary varnish, and washing down could be done in a more rough-and-ready manner than is possible at present. Even when the highly finished surface which every carriage builder now strives after were preferred, something might be done to give greater durability to those parts which are usually the first to look shabby. Bonnets and wings, being made of metal, could easily be stove enamelled, and the result would be that the smart



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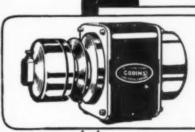
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RACING ON PORTHCAWL SANDS.

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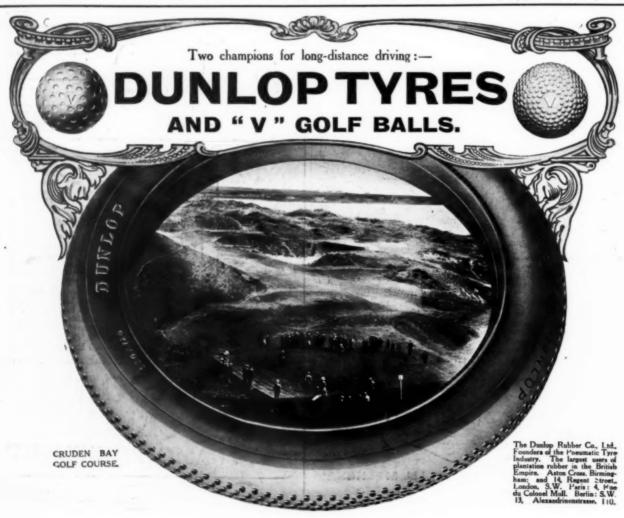
appearance of the car could be preserved for a much longer CELER. period than at present.

BROOKLANDS RACING.

THE intense heat of Saturday last had an adverse effect on the attendance at the Brooklands midsummer meeting, as the great track with its acres of concrete surface and lack of shade great track with its acres of concrete surface and lack of shade is hardly the most pleasant place to spend an afternoon when the sun is at its full power and cooling breezes are conspicuous by their absence. Nevertheless, the sport was about the best which has been witnessed at Weybridge this season, as the entries were good and the handicappers, possibly spurred to their best efforts by recent criticism, were unusually successful in their calculations. The chief event of the afternoon, the Lightning Long Handicap, was won by Mr. Malcolm Campbell's Sunbeam at eighty-six miles an hour, Mr. Read's Vauxhall being little more than a length behind. The short event for the same cars saw the position of these two cars reversed, the Sunbeam, penalised for its previous win, being 2 2-5sec. behind the Vauxhall. Only 2 1-5sec. separated Mr. Rossiter's Hispano-Suiza from Mr. Bovier's Schneider in the 100 Miles per Hour Long Handicap, the former winning at a speed of eighty-six miles per hour. In the Short Handicap for the same class an Isotta-Fraschini was first, and a Straker-Squire second by 2 3-5sec. Among other winners was Mr. Hillman's Hillman, which won the sprint race at sixty-six and a quarter miles per hour. During the week some extraordinary speeds were achieved by the big Benz, driven by L. G. Hornsted. The flying mile was covered at an average of over 124 miles an hour, which is a record. The runs now have to be made in both directions, and we understand that one run was covered at 128 miles an hour. A proposal is on foot for hiring the track for a great three days' international race meeting next year, at which a sum of £15,000 will be given in prizes. It is hoped thereby to attract the fastest racing machines from the Continent and America. The scheme has been put forward by Mr. Gordon Watney.

BEACH RACING AT PORTHCAWL.

A highly successful meeting was held on the sands at Porthcawl on Saturday last by the South Wales Automobile Club and the Cardiff Motor Club. Some good speeds were attained, in spite of the sand being somewhat soft, notably by a 25—50 h.p. Talbot, which covered the mile in 50 4-5sec. A 12 h.p. A.C.





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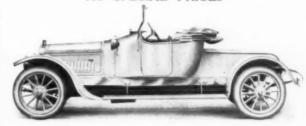
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was first in the class for cars up to 65m.m. bore; an 11'9 h.p. Humber, driven by Tuck, scored an easy victory in the class for cars up to 70m.m. bore; and a 12—15 h.p. D.F.P. took first prize in the 75m.m. bore class. A 15—20 h.p. Talbot made the best time in the 80m.m. bore class, and a 20—30 h.p. car of the best time in the 80m.m. bore class, and a 20—30 h.p. car of the same make also took first prize in the class for cars up to 91m.m. bore. The 25—50 h.p. Talbot easily beat a 30—98 h.p. Vauxhall and an 18 h.p. Minerva in the next class for cars up to 102m.m. bore, but, owing to a broken valve, was unable to compete in the unlimited capacity race, which was won by the Vauxhall. The event for Tourist Trophy cars went to a Straker-Squire, which covered the mile in 1min. 1 4-5sec.

RESULTS OF THE AUSTRIAN TOUR.

In spite of the unprecedented severity of the trial, twenty-two of the cars engaged in the Austrian Alpine Tour made non-stop runs throughout. The most successful team was the Audi, the five cars of this make losing no marks on the road, and only the five cars of this make losing no marks on the road, and only one being penalised for condition at the end of the tour. Four of the five Austro-Daimlers also secured a faultless record, the fifth losing marks on the road, but passing the final examination. The only British car to come through without penalisation of any kind was the Rolls-Royce. The other successful cars were a Benz, a Protos, a Fiat and two Minerva Knights. In addition a Laurin-Clement, two Puch, a Fiat, an Opel and two Hansas made non-stop runs throughout, but lost marks in the examina-tion for condition.

The annual London to Cowes Race, organised by the British Motor Boat Club, will start from Erith on July 18th. On July 24th there will be a second race for motor cruisers from Netley to Havre and back, under the joint auspices of the Royal Motor Yacht Club and the B.M.B.C., for a cup presented by the Society of Motor Manufacturers and Traders and other prizes. Full particulars can be obtained from the secretaries of the clubs

As an extension of their policy of always assisting customers As an extension of their policy of always assisting customers to keep their cars in good order, the Austin Company are establishing depôts all over the country, where Austins expert will be stationed ready at all times to give advice and assistance to Austin owners. These representatives of the firm will also have at their command an Austin demonstration car of the latest type. The cars will be identified by a large white diamond rainted on the radiator. painted on the radiator.

In view of the criticism often levelled against British-built aeroplane engines, it is interesting to note that Mr. Alcock's Maurice-Farman biplane, which finished third in the recent race from London to Manchester and back, was fitted with a 100 h.p.

Sunbeam.

We have received from the Continental Tire Company a useful booklet entitled "Tire Troubles, Their Cause, Prevention and Repair." There is no one better acquainted with the various ills to which the pneumatic is liable than the actual manufacturer, and a careful perusal of this latest publication of the Continental firm should assist materially in reducing the cost of tire upkeep. The booklet can be obtained post free on application to the company at 3, Thurloe Place, S.W.

The Austin Motor Company, which recently supplied the Russian War Office with a 30 h.p. Austin Vitesse Phaeton, have now received a report from the Chief Engineer, as follows: "Tested on wood paved and macadamised roadways, the motor

"Tested on wood paved and macadamised roadways, the motor car gave the very greatest satisfaction, also easy and quiet running, the high speed attained and also the comfortable accommodation being the outstanding features."

being the outstanding features."

Thanks to the Vacuum Oil Company, the old and wasteful style of filling grease cups from an ordinary tin has been superseded. It is not every motorist, however, who is acquainted with the firm's novel and ingenious grease cartridges, which were introduced to the public some months ago. The cartridge consists of a cylindrical tin, in 2lb. and 7lb. sizes, which is fitted at the top with a screw which regulates the delivery of the lubricant. The delivery may be fast or slow, according to the rate at which the screw is turned, while the amount ejected can also be controlled by the adjustable aperture. Not the least advantage of the cartridge is that the risk of foreign matter becoming mixed with the grease is reduced to a minimum.

Four entries have already been received by the Royal Motor Yacht Club for the defence of the British International Trophy, thus necessitating the holding of eliminating trials,

Motor Yacht Club for the defence of the British International Trophy, thus necessitating the holding of eliminating trials, which have been fixed for August 1st at Netley. The entries to date consist of Mr. E. Mackay Edgar's veteran Maple Leaf IV. last year's winner; Mr. A. Vickers' Ismé, for which a new hull has been built by Saunders; Mr. H. Hollingsworth's Crusader; and Mr. Montagu Batting's new boat, which has not yet been christened. The first of the series of races for the Trophy will sale place on August 1st hin Osborne Bay.

take place on August 12th in Osborne Bay.

At the Caerphilly Hill Climb, held by the South Wales
Automobile Club last week, two Talbots competing in the open
event made the first and second highest scores on formula, and secured two gold medals, besides retaining the two challenge cups which they won in the same hill climb last year. A Talbot also secured the R.A.C. medal for the fastest time of the day.

The War Office has just concluded a year's contract with

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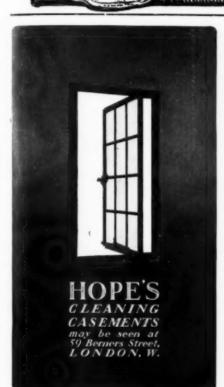
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GUN-DUGS.

HE failure of grouse last season left many moors with stocks which may give fair sport over dogs, but are not available for driving. I write some account of our setters in old days hoping that many a shooting man may be induced to go back to the old love and acknowledge the charm of watching a brace of high-bred setters There is no pottering or poking where natural courage has not been cowed by overbreaking, and a man must walk right up to his dogs to do them justice. Now comes the question, How to form a kennel? Pointer and Setter Society's trials on July 30th last year, brought back to notice the black and tan Gordons when Mr. Isaac Sharpe's smart bitch, Stylish Fairy, took second prize in the Puppy Stakes as runner-up to Scarsdale Boniface, a pointer of the rather heavy, old-fashioned type, and distinctly useful for making a bag over, if not so stylish as the Fairy. For many years the black and tans have been neglected, and nearly died out from the difficulty of finding strains of blood differing widely enough in family for crossing. They were always conspicuous for nose, and far easier to break than the English setters, but lacked pace. I have the authority of the present Duke of Richmond and Gordon for saying that the original colour of the setter, which can be traced in the kennels at Gordon Castle to before 1800 A.D., was black, white and tan, though latterly there were some black and tans which were said

to result from a collie cross. The breed was kept pure all these years with exchanges of blood from the kennels of Lord Cawdor and Lord Lovat, the only other owners and breeders of black, white and tan setters in Scotland It is thought these are no longer kept up, and before the exigencies of driving this glorious breed of setters has almost disappeared, and the kennels of Gordon Castle know There is them no more. some revival of the breed, as shown in the handsome brace of bitches, Mr. McDonall's Shuna and

Sybil, who ran second in the Brace Stakes at this same meeting and won first as best looking and best matched. Let us hope that later, as brood bitches, they will help to perpetuate this beautiful strain. The true black, white and tan Gordons that I have seen in old days carried very fine silky coats, and rather more flag than is approved Sting" type of stern of modern setters, of which Rose of Gerwn, Rob Roy's daughter, is an excellent example. It is curious to notice that in Puppy Stakes the setters usual!, run second to pointers, the explanation, to my mind, being that pointers, as puppies, come more quickly to hand, and working closer under the judge's eye score more on points at field trials than the wider ranging setters, and, probably from being more completely broken at that age, make fewer mistakes; but later in the year, on wild ground, where grouse want finding, the setters would beat them.

The first black and tans I knew fifty years ago were bred by Parson Pearce, the well-known "Idstone" of Morden Vicarage, near Wareham. The late Lord Rosslyn also bred black and tans, largely in Scotland, but I understand they did not trace from Gordon Castle. The history of the Gordon setters seems to divide into the true "Gordon Castle Gordons," black, tan and white, with Lord Cawdor's and Lord Lovat's kennels of the same colour, interchanging blood, all three strains being now extinct

or scattered, and the present so-called Gordons, which I should characterise as " black and tan setters." The best black and tan setters shown lately are from Sir S. Bullough's kennel in the Isle of Rum. His strain shows the true intelligent spaniel-shaped head. It was Parson Pearce, "Idstone," about 1860, who collated and improved the black and tan strain of Gordons, as Mr. Purcell Llewellyn some years later recreated the modern English setter from the Laveracks and founded the present type with Count Wind 'em. Now I hope for a reaction in favour of dogwork, that the black and tans may be revived and the beautiful tricolours from Mr. McDonall's kennels may re-establish the fame of the Gordons. The history of the Laveracks is another story.

DIFFERENCE IN DEVELOPMENT OF YOUNG PHEASANTS.

WE have, on the whole, better prospects for our partridges this season than for many a year. The stock is good, and, except for a few local, though severe, thunderstorms, the weather has favoured the little birds at and after the crucial date of the hatch out. With regard to the young pheasants, it is very noticeable that their growth has been very irregular. Going from one estate to another where pheasants are being reared you will see some quite large birds, and others looking as if they had come quite a short time from the egg. Of course, this is not said of birds hatched at different dates. If that were the reason it would not be worth a note, but would be all in the natural course. But

these are differences which may be seen in birds that came from the egg very nearly at the same time. and point to some families having fared better and developed more quickly than others. Perhaps this, too, may depend on the weather of the first few days after the birds left the eggs, those that were favoured in this respect getting a good start, which has enabled them to leave far behind others that were less fortunate. That may be the explanation, though the lately hatched pheasant chick is a far more hardy little bird, and less



ROSE OF GERWN.

likely to succumb to, or be permanently weakened by, cold or wet than the baby partridge. No doubt we see this difference in development of the young pheasants in other years also, but very seldom so strongly marked as it is now.

ROOKS AND GULLS AS EGG STEALERS.

It looks very much as if the evil habit of egg stealing were on the increase with several different kinds of birds. It is only, of course, when they make the nests of the game birds the special objects of their attack that they become enemies of the keeper, but it is not only on the game birds that they direct their raids. The South of England has passed through a very dry spring in its latter months, with the consequence that the herbage has not been as high as usual for the hiding of the partridge nests; and at the same time, the birds, such as the rooks and jackdaws, have been hard put to it to find succulent food. These are just the circumstances in which they are both most able and most eager to fall on the partridges' nests, and they have been hunting the hedgerows with an assiduity which would have been very fatal to the young partridge stock if it were not for that admirable instinct that teaches the partridge parent to cover over her eggs with leaves when she quits the nest. As it is, the corvine robbers have had their full share. On the moors the rooks and jackdaws are abetted, in some parts of the country, in these raids on nests by the gulls of the



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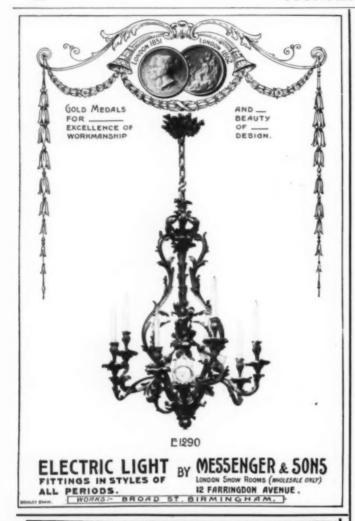
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black-headed species, which are among the worst of robbers as soon as they have once learnt that grouse's eggs are good eating. We have an increasing lamentation over their stealing of the eggs, from which it seems as if this appreciation of the eggs was becoming more general among them. The limits of their egg-stealing operations are often marked by a curiously distinct line, on one side of which they search the heather keenly, while on the other they do not seem to be aware that such a thing as a grouse's egg is likely to be found. But this fortunate ignorance appears to be growing more rare, and the Northern keepers have greater trouble and loss from this source every year.

WILD DUCK WELL FORWARD.

There need be no fear, this year, about the young wild duck not being fit to shoot by August 1st, which is the first legal date. Of course, they are not birds which the gamekeeper comes much across as he goes about his normal work, unless they are of the "tame-wild" kind, hatched under the domestic hen. But the angler frequenting riversides and lakes puts up the mother duck sometimes, who goes through her usual theatrical performance to lure him away from her young ones, and when the flappers. come to such an age as to be able to use their wings he has a chance to judge of their powers of flight. As a matter of fact, the duck have hatched early and have thriven well and are remarkably forward. It is rather a curious thing that ever since there was some outcry, a few years ago, about the close season for duck not being sufficiently long, the flappers seem to have been ready to shoot earlier in the year, as though they were aware of what was being said and deemed it incumbent on them to hurry up so as to be in good feather by August 1st. The flapper which rises out of reeds at the shooter's feet will never give him a very interesting mark, even if it is protected right on to the legal date for beginning grouse or even partridge shooting; but it is a very different matter with the duck, even though he is a youngster which has been on the wing for some time and is driven to the gun, as in the shooting from the "gazes," as they are called, on the banks of the Hampshire Avon and many other rivers. Even before August 1st the flapper so dealt with would give excellent shooting this year, it it were legitimate to kill him thus early.

THE CLAY BIRD SHOOTING MEETING.

The twenty-second annual Championship Meeting of this association was held in the grounds of the Middlesex Gun Club, Hendon, in brilliant weather, last week. The meeting extended to four days, and was attended by a considerable number of Continental competitors, the International Challenge Shield being won by Germany with 107 points out of 120, the English team being second with 100 points, and Belgium and the All-comers following closely with 99 points each, which indicates keen shooting throughout. The Championship for individual shooting went to Belgium, Captain von Tilt of the Brussels Gun Club scoring 38 out of a possible 40 points. The Country Life Handicap Competition, Trovers v. Tyros, attracted a large entry, and ties had to be shot off before the result could be determined, Mr. E. Docker, Middlesex Gun Club, being declared the winner of the Trovers (Class A), Messrs. J. Leary and G. Krenkel, also of the Middlesex Gun Club, being second and third, and Mr. J. Langley fourth. In the Tyros (Class B), Mr. W. Lee made the highest score; two members of the Middlesex Gun Club, Messrs. O. W. Pike and J. Goodwin, were again second and third, and a lady, Mrs. Jurgens of the Hamburg Gun Club, fourth. Mrs. Jurgens, it may be mentioned, was first in the Tyros Competition at the last meeting. In The Field Competition (scratch), Mr. H. Goeldel was first, with Messrs. J. H. Butt, J. F. Pike and M. Herrmann following in the order named. M. Quersin of the Brussels Gun Club was the winner of the "Rottweil" prize, and Mr. E. Krenkel won the Ladies' Challenge Cup Handicap, Mrs. Grosvenor being awarded the special prize for ladies. Duke of Somerset presented the prizes to the winners.

CORRESPONDENCE.

How and Where to Form a Rabbit Warren?

SIR,—Having come across a rabbit warren of 400 acres in Hampshire, which is said to be yielding £150 per annum net profit, I am writing to ask if you or any of your readers can inform me whether a larger warren could be made to yield an income on the same basis. Perhaps it would be simpler if I were to put the questions I should like answered in the form of a list, e.g.:

1. What extent of warren would be necessary to return, say, £500 a year?

2. In what county could the necessary land be rented, and what, roughly, would be the rent per acre?

3. Is there always a sure market for rabbits?

4. Is it always possible to get hold of professional trappers, and, if so, how and at what rate are they paid?

5. Must one always anticipate great loss from poaching? Information on all or any of the above points, and generally, would be most welcome, and if any of your readers know of any good warren land to be let I should be most grateful if he would put me into touch with the owner. Thanking you in anticipation.—Warreners.



A delightful new picture, "ORANGES AND LEMONS." A specially commissioned oil painting by the well-known artist SHERIDAN KNOWLES, R.C.A., R.I., R.O.I., a foremost exhibitor at all the leading Art Exhibitions. The accompanying illustration necessarily gives but a suggestion of the beauty of this happy portrayal of children at play. Superbly produced copies of this picture, size 33 inches by 27 inches, on best plate paper, in colours faithful to the original, and entirely free from advertisement matter, will be presented FREE to users of WRIGHT'S COAL TAR SOAP. It is only necessary to send 24 Outside wrappers from the 4d. Tablets of WRIGHT'S Coal Tar Soap, together with 6d. to cover cost of packing and postage, and the plate will be sent securely packed. Address—"Oranges and Lemons," Wright's Coal Tar Soap, 44/50, Southwark Street, London, S.E.

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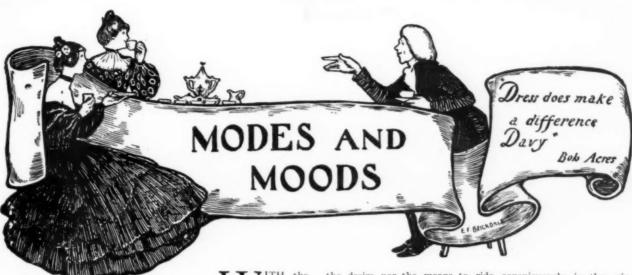
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spirit rampant in the land one's mind is somewhat inclined to

the desire nor the means to ride conspicuously in the air-'sale-ing" Now, a model purchased at the close of a season at one of these highly placed ateliers has the advantage of being slightly ahead of the general movement of the moment, while it will be in a

blank when fashions are concerned-After a long and careful survey of the clearances this year I have no hesitation in promising that they will be found of extra or dinary character. It is wholly significant of the rapid changes of fashions which are now accepted as inevitable that the private dressmakers have perforce entered with such zeal into this spirit of clearing out stock, no matter the cost and loss. And loss, very serious loss, is spelt in many instances. As the heads of these establishments explain, they do not expect, nor do they wish, to find their usual clients at the sales; those who chiefly benefit are the women who are content to balance themselves carefully on the see - saw of fashion, hav-

ing neither



TWO ORIGINAL BATHING DRESSES.

like proportion behind the ultrasmart oncoming modes. It is an absolute i m possibility for the merely moderate income to keep pace with the rapidly changing fashions of the day, which have been more marked this year than

ever.
Who, forsooth, at the opening of the spring season would have suspected the three-tier plissé skirts, the godet tunic and the corsage that once again defines, if it not does exactly embrace, the figure. Of the vogue of the godet tunic I have the very highest opinion; initially, it requires clever cutting and still more adept fitting and adaptation to suit individual figures. This godet fashioning is infinitely better for serge and such-like material than are an array of flat pleats.

Indeed, one wonders how the latter have been endured at all during the warm days that have already been with us. I adore, too, the variety that can be wrought with the simpler mode, the hem lending itself to a variety of expressions. One particularly successful disposal falls in sort of handkerchief points, while others are scalloped or battlemented. But always does the hem stand free of the slim under-skirt, the which, however, is now obligingly slit up at the back and an expanding pleat inserted. Recalling Ascot, with its many sad spectacles of hobbled would-be Elegantes, one is really justified in believing that the summit of that absurdity has at last been touched. It is so utterly devoid of all attraction, and such complete misery for the wearer. I



A DRESSING GOWN IN WASHING SILK.

noticed several poor souls reduced to something almost approaching a hop, while others, utterly wearied of their fettered condition, frankly picked up the front of their skirts regardless of consequences. And one and all of these were, so far as I could judge, Englishwomen; whereas, on the other hand, I remarked several Frenchwomen, some well known, others strangers, and, without exception, they all walked with ease, and yet their skirts—underskirts for the most part, with long tunics—were narrow in appearance, but always with some mysterious touch or slight drapery that made for the required elegance and freedom.

Nor is there any doubt at all, viewing modistic matters from the same source, of the plain and more shapely corsage.

There is evidence once again of the defined shoulder line, and a very pleasant sight we are finding it. But for the moment the waist remains large, necessarily so by reason of our corsets, which will have to undergo a material change before anything approaching a reduced girth there is visible. There are, however, all manner of subterfuges for getting over the difficulty, which for the hour are more or less pleasing, and without going to the extreme of the long 1880 bodice. The few only count that much of a success at present, and the few only have the courage to exploit it in its most aggravated wrinkled expression. and there a slim young form has been observed carrying off the style successfully, a case in point being a delightfully cool summer gown of lavender, the long, wrinkled corsage carried out in soft silk, or perhaps it was foulard, the skirt being a three-tier one of plissé mousseline.

A charming little bodice I have remarked several times of late is moulded to the figure back and front, until just above the waist in front, where a few slight folds are gathered together either side, and meet in the centre below a lingeric chemisette. Then below the waist a draped sash picks up the line and crosses at the back, the ends knotting loosely on one side of the front. One of the smartest black taffetas I have seen this season was arranged after this manner, the skirt a clinging plissé one, while the fitted tunic opened either side the front, and the only touch of relief was supplied in a chemisette and great collar of plain white muslin, the front of the chemisette closing with link amber buttons.

Almost I am beginning to be afraid to mention taffetas in connection with day dresses, the elect in the world of dress being unanimous that its vogue is over for day wear, although they are still graciously pleased to smile on it for evening. One can scarcely be surprised that this is so, seeing what yeoman service taffetas has done of late, and also taking into consideration that the autumn lies before us, when, I am informed, on the very highest authority, that fine face cloth will be reinstated for smart afternoon gowns. As a matter of fact, several advance models have already been revealed to me. A rich, full rose shade was lovely, arranged with a double tunic, the upper one gauged several times at the waist and left with a little upstanding heading, allied to a chiffon bodice mounted over white lace, trimmed with I have a personal fancy for a biscuit-coloured face cloth, really a pale shade, worn with a blouse of tulle, the same delicate nuance, a black hat trimmed with biscuit-coloured roses, black shoes and silk stockings, and suède gloves stitched with black.

About two weeks ago the topic of bathing dresses was rather exhaustively discussed in these columns, as I happened to have seen various displays, and this week I have to present to your consideration two original designs. The figure to the left of the group wears a novel style of swimming dress with separate knickers and a straight tunic, the latter trimmed and upheld by double straps of braid. The feature of the latter-day swimming dress of every type is, as I have already explained, the elaborated décolletage. Almost every day some fresh idea seems to spring up, and it will be wholly unnecessary for any woman swimmer not to stand differentiated from her mankind, even in an otherwise regulation suit. Of altogether more conventional character is the companion dress fashioned of black alpaca, silk or satin, relieved by a panel and collar of striped Bayadère silk, the crown of the cap being composed of the same, united to a plain satin border.

A need that never fails to make itself felt just now is the pretty, practical little dressing-gown that will serve for hotel wear and at the same time not take up too much room in packing. There are, of course, the inevitable kimonos of soft silk or crêpe, dainty enough things, and which certainly meet the essential of lightness; but these are always the dressing-gown pur et simple, and occasions do arise, especially when one is travelling, when it is nice to pretend to an appearance not quite so deshabille, and it was with this end in view that the design shown in the second illustration was evolved. A good quality washing silk is used, white or any pale shade, lined with ninon. I have a fancy for smart pea mauve lined with pale pink ninon, the frills defining the little coatee effect being of the silk divided by a rather heavy piping, while the bow and long ends are of mauve chiffon. It is all as simple as simple, and yet the ensemble might be easily mistaken for some simple, picturesque little gown; and, thrice welcomed thought, one hook and eye concealed beneath the bow compasses the fastening. The boudoir cap is just one of legions of such fancies, an ephemeral confection of net and lace decoratively enhanced with ribbons in accord with the accompanying gown.

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THERE are certain frivolous shops which lay themselves out to

catch the eye, there are others which have some good departments, and some in-different ones, and there are good alldifferent ones, and there are good all-round shops that inspire one with confidence the moment one enters the door. In this category must be placed Mark Cross, Limited, of 89, Regent Street, W., and when one knows that everything in the shop is British made the satisfaction is all the greater. At the present moment, for example, there are some excellent things in the leather department. First comes a man's hat-case of thin rolled hide, which





NEW DESIGNS IN LEATHER.

holds the hat immovably, while the case will lie easily beneath the tray of a cabin trunk. A Windsor bag, so shaped that one can hold it with a straight arm and with the balance equalised by means of double swing handles, is another sensible design. In small leather goods there is a perfectly flat folding manicure case in pigskin, flat folding manicure case in pigskin, or a fine square-grain leather, lined chamois and fitted with the best implements, which take up no room while travelling, and yet meet all the requirements of home use. Among fancy things there is a very convenient new silk bag, a gathered round shape with a strong inside frame, and electro or gilt mounts. Very seasonable are the white washable doeskin gloves, dressed by a patent process which gives the skin a smooth, suède-like finish and ensures their wear. For men's evening wear this glove is an excellent investment. It may be stitched white or black, and the price of plain white, in either men's or ladies' sizes, is 4s.

A Charming Health ALTHOUGH many people make for the sea when holiday time arrives, there are also many who prefer an inland resort, and for these it would be difficult to find a better all-round holiday haunt than the Peebles Hotel Hydropathic. There is no lack of sport. A fine golf course lies close to the

Hotel, and tennis, cro-quet and owls are on the spot. Fishing, both sal mon and trout, is of the highest quality, and the country

affords excellent scope for the motorist and cyclist, while indoors are a spacious ballroom, resident orchestra, etc. The Hydro itself, under the able management of Mr. W. A. Thiem, leaves nothing to be desired in the way of comfort and accommodation, and those to whom a strenuous life has rendered a "cure" a necessity will be able to take "cure" a necessity will be able to take it under ideal circumstances and without the fatigue of a daily journey to the baths, etc. The medical department (under the charge of Thomas D. Luke, M.D., F.R.C.S. Edin.) is perfectly equipped and thoroughly up to date in every respect. A fine gymnasium has just been added, and every form of diet cure is available. An illustrated brochure with full details will be sent post free on application to the manager. application to the manager.

A New Decorative THE use of textile materials for mural

decoration has been somewhat limited hitherto, varying from costly silks and damasks to simple linens with nothing to bridge with nothing canvases, the gulf between. A delightful new material has been recently introduced, however, which will supply a real want nowever, which will supply a real want in a most satisfactory manner. This material, which is called "Tekko," has the effect of a fine silk. It is made in an enormous number of colours, and the range of designs, too, is very representa-tive, containing some beautiful Louis Seize, Adam and damask patterns. Above all, "Tekko" may be washed with soap and water without injury. A further advantage that should be borne in mind is that all colours used in its manufacture are guaranteed permanent and light proof. These two qualities of washableness and unfadeability, and the permanence of its soft silken lustre, add



HOTEL HYDROPATHIC, PEEBLES.

considerably to the longevity of the material, while the price is very moderate, most of the patterns costing only 2s. 3d. a yard, 31in. wide. Samples may be seen in the showrooms of all good decorators, and an inspection of them will give the best idea of the richness and beauty of the fabric.

Reduced Season
Tickets.
WE have become so resigned to increased cost in almost every necessity of life that the announcement

that a railway fare other than an excursion or week-end ticket is to be reduced in price has almost an air of novelty. Yet the Great Eastern Railway announce that the rates for season tickets for one and two months between London and provincial stations, including the East Coast resorts and also the rates for similar periods between provincial stations, were, with a few exceptions, reduced on July 1st. The movement is certainly one in the right direction, and will no doubt tend to popularise still further the many pretty and accessible residential neighbourhoods of Essex and Hertfordshire. Full particulars of the reductions are obtainable from the Secretary, Liverpool Street Station, London, E.C.

An Exhibition at Waring and Gillows'

THE warm weather always causes newed demand for cool

floor coverings, and among these one which is finding great favour just now is the "Crex" grass flavour just now is the "Crex" grass floor covering, a very comprehensive exhibition of which is being held just now at Messrs. Waring and Gillows' of 164 to 180, Oxford Street, W. As will be seen from the illustrations we give, "Crex" mats and carpets are made in a large variety of textures and patterns. They are



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ted give an indication of the extraordinarily attractive Sale Values.

Value in Practical COATS

R.S. 13. C. Cosy Wrap Coat in warm fleecy blan-ket cloth, with long revers which wrap well over. In several good shades, also in navy, cream, and black. Sale Price 47/6

R.S. 14. C. Sports Coat in soft cheviot serge, a good Holiday Wrap, available in all useful shades, also in white

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A more comprehensive idea of the Bargains offered in all depart-ments can be gathered from the SALE from the SALE CATALOGUE—a copy of which will be for-warded on request, post free anywhere.



R.S.15.C.

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extraordinarily durable, and retain their colour well, while their excellent finish and pliability make them an eminently presentable finish to any simply furnished room.

AMONG the numerous Original Garden Furniture. firms who specialise in garden furniture, few have achieved so rapid and undeniable a success as Messrs. Hughes,



Bolckow and Co., Limited, Ship Breakers, of Battleship Wharf, Blyth. As their address suggests, the furniture in question is made of battleship teakwood. The designs display a very high standard of artistic merit and irreproachable workmanship. That most familiar to our readers probably will be the "Collingwood" set; but this is only one of many,

and this season an admirable new pattern has been added to their number in the "Centaur B" seat, a comfortable bench with sloping back and broad arms, specially designed to accommodate a "Stowaway" tea table. The table itself is substantially built with folding legs, and when not in use packs away on the cross rails under the seat. A serviceable adjunct to this set would be a "Handyman" tea waggon. Messrs. Hughes, Bolckow have recently

gon. Messrs. Hughes, Bolckow have recently published a new artistic catalogue, the originals of which will be found at their London shop, 10, Dover Street, W.

For Coolness. THE black and white decoration of scheme which originated in Paris which originated in Paris at the beginning of the year has been adopted with enthusiasm in this country, and with the coming of the hot weather we realise that, apart from its artistic merits, it possesses the great virtue of coolness. It is restful to of coolness. It is restful to the eye and, while light, lacks the glaring quality which so many tinted papers take on in a sunny room. Those who have not yet tried the effect will find some charming black and white papers at Messrs. Alfred Goslett

and Co.'s, 127-131, Charing Cross Road, W.C. Among them is a delightful French chintz design adapted from the old Chinese willow pattern, with Empire ornamenta-tion; another fine willow pattern, a delicate tracery of pines à la Japonais on a parchment ground, and a variety of stripes, etc. Messrs. Goslett also have

very attractive coloured papers, y a series in which the actual notably a series in which the actual paper is plain, or nearly so, except for an informal column of foliage which leads the eye up to a deep floral frieze. Just now, perhaps the most attractive department at Messrs. Goslett's is that devoted to baths, in which there is a big new square-cornered model in porcelain enamel, fitting into a solid stand of the same ware and equipped with every luxury in the way of fittings.

Haunts and Hints
for Anglers.
FROM the Great
Western Railway
Company we have just
received a most interesting book under

received a most interesting book under the above title, dealing with fishing of all kinds throughout the country served by their system. The first part of the book deals exhaustively with sea fish; hints on tackle, boats, pier, rock and shore fishing, tides, etc., and the possibilities of our coasts from Lulworth Cove round to Cardigan Bay. The fresh water section deals with the Thames and Severn, as well as the South-western Counties, Welsh rivers and lakes, Gloucestershire and Warwickshire, etc., and treats of and Warwickshire, etc., and treats of game and coarse fish. Several chapters are devoted to sport in Ireland, both inland and salt water. The book, which is well illustrated and supplied with a couple of good maps, will prove a valuable addi-tion to the holiday library.

A Change of Address.

A Change of Address.

WE have pleasure in announcing that the Crypto Electrical Company of 155—159, Bermondsey Street removed their offices on June 25th to their new works at Acton Lane. The works are five minutes from Harlesden Station on the London and North Western Railway. The Crypto telephone numbers will be 233, 2240 and 2241 Willesden, and the firm are still retaining a repair shop in Bermondsey, where the telephone in Bermondsey, where number will be 2807 Hop. the telephone





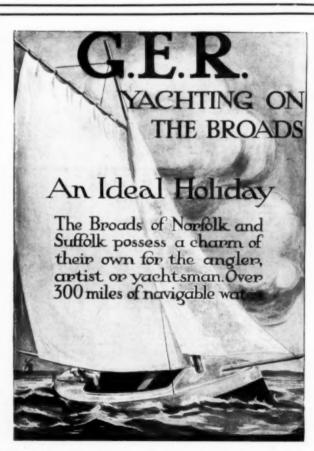
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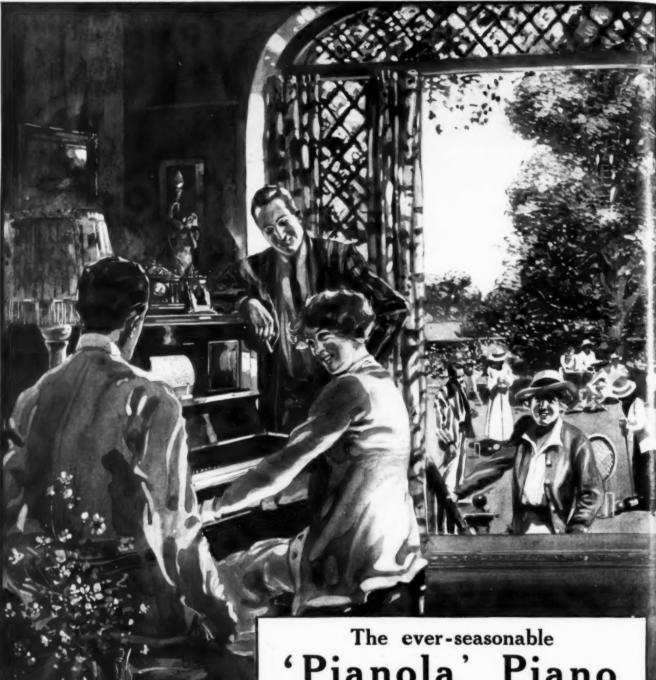
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J. A. HARRIS

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OW that Prior's H.B. Stud Book is at our disposal, we are beginning to wonder how we ever got on without it, still more how we should be able to dispense with it in the future. There is indeed no doubt, hardly a doubt rather, that many of the British H. B., or half-bred, racehorses are really thoroughbred. though rightly denied admission to the General Stud Book because the pedigrees lack proof. In some cases pedigrees were purposely mislaid, produce of thoroughbred mares not registered, or a recently born thoroughbred foal transferred to care of a half-bred mare in order that in time it might be qualified to compete in races which in those days were reserved for " halfbred" horses. One of the best known and most successful from a racing point of view of these H.B. families is that to which the author of Prior's H.B. Stud Book has given the name of the Royal George family, because to it belongs Royal George, a winner of the Kempton Park Great Jubilee Handicap, the Victoria Cup and other races. Now the tap root, as far as

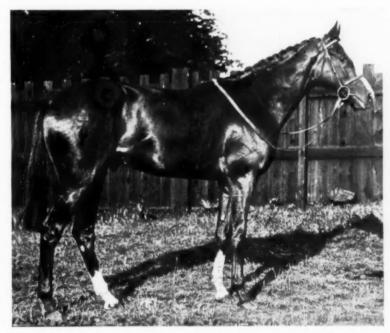
Miss Prior has been able to trace the pedigree, is a mare called Modesty, bred in Wales in 1827 and got by Pilgarlick. How the name of her sire was ascertained is, I must say, a mystery to me, for here is her history as given in the H.B. Stud Book. One night an individual, by name Benjamin Iones, better known as "Flying Ben," a sort of stud groom in the employ of a Mr. Hall, arrived at a farm owned by a relative of his near Knighton with a new-born filly foal in a cart. This foal was put on to a "half-bred" mare named Treacle, her (Treacle's) recently born colt foal being taken away in exchange. Concerning this mysterious pro-

ceeding a discreet silence was maintained, and in course the filly passed into the possession of a Mr. John Davies, a relation of Benjamin Jones, and himself of sporting instincts. Behind these proceedings lay the fact that the Radnorshire Stakes, a race run at Knighton, was for "half-For this race in due course Modesty, supposed to be the daughter of Treacle, and therefore "half-bred," was duly The contemplated "coup" was not, however, successful, for Modesty appears to have injured herself in some way or other when at exercise. The point is, however, that knowing what he did of her breeding, Mr. Davies kept her for the stud. In 1834 she had a filly, Gorsebush (sire unknown), winner of several races; in 1835 a colt, Alexander (sire unknown); in 1837 a colt by Tamworth, winner of twenty races, three purses and a cup; in 1839 a filly, Princess of Wales, by Bran, winner of fourteen races; in 1844 a filly, Pyefinch, by Jereed, winner of two races. The value of the breed was thus early established, and, although more or less cold-shouldered on account of not

being qualified for admission to the Stud Book, it has maintained its reputation to the present day. It was, indeed, as recently as last week that Mr. P. Broome's filly, Bess, by Dundreary out of England's Queen, won the Two Year Old Selling Plate at Newmarket, and a friend of mine, as we walked towards the sale ring after the race, asked me if I could tell him anything about her pedigree, adding, "She isn't half a bad-looking filly, but I cannot find out anything about her in the Stud Book. It so chanced the previous evening I had been an interested student of Prior's H.B Stud Book, and was therefore able to tell my friend that England's Queen, the dam of Bess, was got by Royal Sovereign out of Queen Anne (dam of Royal George), by Heron out of Pucelle, by St. Albans, and therefore traced back to Modesty the tap-root of the half-bred Royal George, or, as I myself have hitherto called it, the "Princess of Wales" family. Curiously enough, too, another of these half-bred families scored at Newmarket last week, for Sir S. Scott's colt, Simile, winner of the Soham Plate, by Symington

out of Esmée Lee, although untraceable in the general Stud Book, is to be found in Prior's H.B. Stud Book, the taint—if taint it be—in her pedigree coming in through Mayboy, sire of his granddam, Grecian Maid.

Now for some reference to the running of the two year olds at the First July Roseland, Meeting. by William the Third (2) out of Electric Rose 26, was set a very easy task in the July Stakes, for all he had to do was to neat Elkington, Radames and Bubblyjock at even weights, and best of these (Elkington) is, I should think, some 18lb. or 20lb. behind the best of the two year



W. A. Rouch.

ROSELAND.

Winner of the July Stakes.

old form. Still, in such style did Mr. A. Basset's colt winin a canter by six lengths-that if we take into consideration the fact that he had only failed by a neck when attempting to give 7lb. to Let Fly at Ascot, he may be pretty nearly, if not quite, the best colt of the year up to now. He is a well grown, powerful colt, with plenty of scope and nice quality, and may develop into a good three year old, but he is an own brother to Roseworthy, who, useful though he was, hardly lived up to the reputation of his early days. How, without further knowledge, to assess the respective merits of Colonel W. Hall Walker's colt Let Fly and Roseland I hardly know. As mentioned above, when they met in the New Stakes at Ascot, Let Fly (receiving 7lb.) beat Roseland by a neck, but it was Let Fly's first race. For that and the neck by which he won I was inclined to make an allowance of 4lb., a calculation which would still leave him 3lb. behind Roseland. But on the Thursday of last week, he—Let Fly-won the Exeter Stakes-six furlongs-quite in the style of a first-class colt, showing no trace of the indecision or greenness

Copyright.

which had characterised his first efforts at Ascot. It is true that, like Roseland in the July Stakes, he had very little to do, but that little he did with consummate ease. He ran his race out, moreover, in the style of a colt possessed of stamina as well as speed. To my mind, indeed, he is likely to eventually prove himself to be a better stayer than Roseland, though, were they to meet now at even weights, I must confess that I should be not a little puzzled to know which of them to back. Falling back for guidance to their respective pedigrees, my vote would be

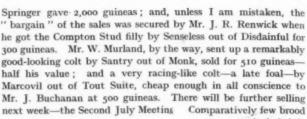
given to Let Fly, by White Eagle (2) out of Gondolette 6, by Loved One (1) out of Dongola, by Doncas-I might add that ter. Let Fly shows all the quality of his sire, to whom he bears a great resemblance.

Roseland and Let Fly thus disposed of, how are we to class Desmond M., winner of the Princess Plate on Friday? As a yearling he cost 4,400 guineas. and now making his first appearance in public, with the result that. carrying 8st. 3lb., he beat Benevolent (8st. 5lb.), Rushford (9st. 1lb.) and twentyone others, the verdict being a length and a half, and three-parts of a length. The

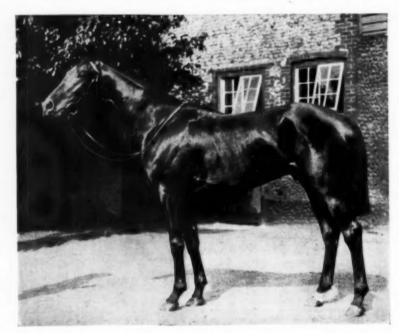
winner is certainly a racing-like colt, but the performance may not amount to much. If, indeed, we are to accept Desmond M. as a good colt, it must be rather on what he is supposed to have accomplished at home than on what he did when he won his race last week, for, as far as their form can be gauged, both Benevolent and Rushford are a long way from the top of the tree, and from the latter he was receiving 12lb. The colt is got by Desmond 16 out of Elizabeth M., an Americanbred mare by Watercress 10, and returned as belonging to the No. (2) Bruce Lowe family, though I myself have doubts as to the purity of her pedigree. She is, at all events, a very big, rather coarse mare, far better suited for mating with such a sire as Desmond than with such as John o' Gaunt and St. Frusquin, with whom she had contracted previous alliances. We now come to the Fulbourne Stakes, in which Sunfire beat Policastro by a neck, Archelaus losing second place by a head. What the meaning of this form is I hardly know, for the three placed horses had all run badly at Ascot, Sunfire in particular, for after being made a hot favourite for the New Stakes (won by Let Fly), he never for a moment looked like winning the race. In all probability there was little merit in his success last week, for besides running badly at Ascot, Policastro showed no form worth talking about when he finished seventh in the Sandown Park Stud Produce Stakes, and, although much "talked about," Archelaus has done nothing in public to justify the racing ability for which rumour has given him credit. It is, I suspect, little more than rumour, for I hear that his owner, Sir R. Waldie Griffith, has never had a very exalted opinion of him. A nice turn of speed he has, but either he cannot stay or his heart is not in the game. The upshot of the two year old running of last week is that, I think, Let Fly and Roseland have clearly shown themselves entitled to rank in the first class, nearly, if not quite, at the top of it too; that on public form-he may have done wonders at home-Desmond M. is not yet very high up in the second class; and that unless they are capable of

In the Sale Paddock fairly good prices were realised, sufficiently good, at all events, to show that well-bred bloodstock is still in good demand. Mr. Russel Swanwick, I may add, got the top price—3,000 guineas—by a colt by Bayardo out of Dame d'Or, the buyer being Sir W. Cooke. For a beautiful filly by John o' Gaunt out of Quick (dam of Mushroom) Baron

considerable improvement, we are not likely to hear much more of Sunfire, Policastro and Archelaus.



mares are included in the catalogue, but buyers will doubtless note that of those sent up by the executors of the late Mr. Stedall two have foals at foot by John o' Gaunt, and have again been mated with Sir John Thursby's horse. J. Musker has a huge clearance sale of horses in trainingfifty-eight - on Monday, some of the fillies being well worth buying for brood mares, to say nothing of their possible value for racing purposes. On the second day of the sales the principal place in the catalogue is allotted to Colonel Hall Walker, who will dispose of one and thirty horses in training-here, again, the fillies are worth special



W. A. Rouch

LET FLY. Winner of the Exeter Stakes.

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notice. On Wednesday a colt by Bayardo out of Mowsali, by Flying Fox, comes up with others owned by the Duke of West-TRENTON.

ANSWERS TO CORRESPONDENTS.

CCCUMBERS EATEN IN FRAME (W. J.).—We think you are quite correct in assuming that it is woodlice eating your young cucumbers. These pests can be trapped by laying some old pieces of board or slates flat on the driest parts of the soil in the frame. The woodlice congregate under these and can be easily destroyed. A large potato, cut in half, and each half scooped out to make a sort of shell, and then placed mouth downwards, also makes an excellent trap.

PLANT TO NAME (Jess).—The scarlet border flower that you send for naming is Lychnis chalcedonica. It is the brightest of our border flowers at this season, its rather dense clusters of brilliant scarlet flowers making a rare display when grown, as they should be, in good-sized colonies. A newer species with larger flowers is L. haageana, but our experience with it is that it is more difficult to grow than L. chalcedonica.

CELERY WITH BLOTCHED LEAVES (G. B. S.).—The young celery plants that you send are badly attacked by the grubs of the celery fly. These eat their way between the upper and lower tissues of the foliage and cause the large, grey-like blisters, which subsequently collapse. You had better pick off and burn all the affected portions, then sprinkle the plants about three times a week with weak soot-water until the end of August. This will tend to prevent the flies laying more eggs.

ROSES FROM CUTTINOS (Mina).—A good many roses can be propagated by means of cuttings, especially those of the rambler section. The cuttings should be of young but well-ripened wood, and each from 9in. to 1ft. long. They may be planted in sandy soil in the open garden at the end of October or early in November. Although a good many varieties can be propagated in this way, it does not follow that they will all thrive well, though a good many would. The method is, taking everything into consideration, worth while trying.

O. M.—Your sweet sultans ought to be coming on now. The coarse growth and lack of bloom suggests that you have been feeding them too well.

Gravel Tennis Courts (" L. J" and "G. K. P ").—We can recommend a much cheaper court and one of the best type laid down in recent years. It is of rubble, and costs about forty-five pounds only. Application should be made to the Manager, The Tennissee Hard Courts, 154, Wimbledon Park Road, S.W. W. H. Gaze of Surbiton also makes a good court at about the same price. Either of these could make the court with gravel, if preferred.

COOKERY.

I. I. B. (Dunmow).—We think the "big dry cream cheese" you speak of is really a sour milk cheese which country folk in the Midlands make. When their milk goes sour they boil it, drain the curds as dry as possible and put them in a small deep dish or wooden frame, sprinkle salt between each layer of curd and put a heavy weight on top. After several hours the mass is turned and pressed again. The result is a dry, rather sour flavoured cheese.

NATURAL HISTORY.

STICK INSECTS (C. A.).—We have never heard of the stick insects' deadly bite before. As a matter of fact, they are quite harmless and interesting creatures. They will thrive on privet, and those in the Zoo we notice have shown their approval of the indiarubber plants in their case in a very marked manner.



REAT OTE HALL is one of the most interesting of the smaller timber houses of Sussex, by reason both of its intrinsic merit and of the long story of the manor. The latter may

first be sketched in brief. There was a John de Ottehale as early as 1330, but by 1438 John Atte

Ree seems to have been lord of the manor. This family of Attree remained in possession until the first quarter of the sixteenth century, when Ote Hall passed through the marriage of an heiress to the Godmans. of an heiress to the Godmans. They owned it until the beginning of the eighteenth century, when it went to a Shirley who married a Godman heiress. The story of the Shirleys is bitten deep into the annals of Sussex. The William Shirley who became possessed of Ote Hall was of the Prester brough the serve steek as the Preston branch, the same stock as the Shirleys of Wiston. The most notable of the Ote Hall family was William. He served as Commander-in-Chief of the King's forces in North America from 1755, and had an unlucky reverse at Fort Oswego. His son Thomas, born at Ote Hall, who also spent his life in colonial service, was made baronet in 1776. With the latter's son, who died unmarried, the stock of the Shirleys ceased in the male line. Eventually Ote Hall copyright. went back by purchase to a General Godman, but he was not of the original Godman family which built Ote Hall. It is only a few years ago that the estate was bought by its present owner, Mr. M. H. Woods.

We may now pass to the house itself. The accompanying plans show a T-shaped building with a projecting porch on the east side, and reveal the building as it was before the additions to the south-west were made. Although there



ENTRANCE FRONT FROM SOUTH-EAST.

"COUNTRY LIFE."

is documentary evidence of an Ote Hall existing in the middle of the fifteenth century, none of the present building seems to date from earlier than about 1600.

The pediment over

the porch oriel on the east side contains the initials T.M.G., and the date From a drawing published in 1867, when the house was in a rather derelict condition, it would seem that this fea-ture was then on the north gable, but evidently it once occupied its present position. When Mr. position. When Nevill When Mr. stored Ote Hall, he replaced the pediment over the old porch. It -would seem, therefore, that the eastern wing (with walls shown in black on the plans), which forms the top stroke of the T, was built by Thomas Godman and Mary, his wife, who owned Ote Hall during Elizabeth's reign. They evidently



Copyright.

THE EAST SIDE.

"COUNTRY LIFE."

finished it early

in the seven-

Mr. Ralph Nevill added a block of servants' quar-

ters to the south-

west and re-modelled the plan in various ways. The garden

north side was added, but the

oriel to the right

of it is original. The lean-to

porch on the old

part of the entrance front is

takes away from

the dignity of the great brick gable-

end surmounted

by its chimney. Doubtless the

slabs through-out. With the

exception of

the mantelpiece

illustrated, there is not a great deal of the old work left inside

the house, but the staircase is notable. The

joining up of the

a modern

and

porch on

also

addition,

century.

the

teenth

began it simply as an oblo oblong porch. The staircase rose from the entrance hall with the kitchen to entrance, the living hall right, the bed-State room and withdrawing room on the first floor and bedrooms the ın attic storey. Presumably they repented quickly of so small a so small a scheme, and few years later threw out the wing western (with walls shown hatched

on the plans), which represents the down stroke of the T. The staircase was moved to its present position, and the ac-

commodation of the house nearly doubled. One of the rooms contains an admirable Jacobean overmantel, carved in a restrained way with its arched panels inlaid with fret terns, the date 1600. and the initials same T.M.G. Perhaps this marks the year when the

DITION OLD KITCHEN GROUND PLAN



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THE NORTH FRONT.

house was originally roofed all over with Horsham slabs

"COUNTRY LIFE."

which had given way in parts to slate, and Mr. Nevill replaced ROOM

newel terminal with the pendant hanging from the FIRST FLOOR, PLAN post above seems to have been part of the restoration, because an old water-colour drawing made before the remodelling shows a gap between these two ornaments.



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house was enlarged. The house as the photographs show it,

however, is far larger than when the original Godmans

10

INLAID MANTELPIECE OF 1609.



THE STAIRCASE. Copyright



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SARK, C.I.

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system.

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Cylinder Locks, Night Latches, Padlocks, Cabinet Locks, etc. Ask to see them or write to us for free illustrated THE YALE AND TOWNE COMPANY, booklet. 17-20, West Smithfield, London, E.C.

Ote Hall was connected during the eighteenth century with a notable personality, for it is reported that when Selina, Countess of Huntingdon, stayed there, one of the upper rooms was used as a chapel, in which not only the Rev. William Romane used to preach, but also, if tradition may be believed, the redoubtable Countess herself. It gives us particular pleasure to show this fine example of a Sussex timber house, because it is little known, owing to the unwillingness of the last owner to have it illustrated.

TENNIS.

THE CAMBRIDGE TOUR.

AST week was marked by the progress of a fine team of tennis players from Cambridge University, who played, on three days in succession, teams from Queen's Club, Prince's Club and the M.C.C. The original programme mapped out was an entire week's tour, commencing at Hampton Court on June 25th and ending at Lord's on July 1st, but the proposed matches at Brighton and Hayling Island fell through, and the number of matches was limited to four. Perhaps this was as well, considering the abnormal heat in which most of the games were played, and even with this reduced programme the exceptionally strong Cambridge team was considerably handicapped by the effects of over-exertion before the matches were brought to a close.

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The first match, played on Monday at Queen's Club, was an extremely strenuous one. The teams were six a side, and each player had to play two matches, a very serious undertaking on a day of almost tropical heat. Naturally, youth was served, and the Queen's Club side, whose united ages totalled almost double that of their opponents, lost a hard-fought contest. For Cambridge, Mr. Leatham and Mr. Stuart greatly distinguished themselves. The former won both his matches, against such strong players as Major Cooper-Key and Mr. H. M. Leaf; while the latter, after defeating Major Cooper-Key in the morning, played an even match with Mr. H. M. Leaf in the afternoon, which was drawn by mutual consent. Mr. Woosnam also won both his matches against Mr. Tatham and Mr. E. H. Leaf, but only after strenuous games, in which youth and persistency of return finally triumphed. Mr. Cooke won both his matches against Mr. Phillips and Colonel Ommanney, but this was the extent of Cambridge's success, who thus won the event by 7 matches to 4.

Their second match, against Prince's Club, was not so strenuous. Only one match was demanded from each player, a more sensible arrangement, considering the temperature which prevailed. A very strong team had originally been got together by Prince's Club to give Lattle to their redoubtable antagonists, but unfortunately, at the last moment, their four best players were unable to be present, and the Cambridge side had an easy victory over a sadly depleted force. The only member of the Prince's Club side to score a win was Mr. Douglas Barry, who defeated Mr. Hardy. Mr. Hamilton put up an unexpectedly good fight against Mr. Leatham, and was only beaten by 8 games to 7 in the second set; but, on the whole, the Cambridge men were decidedly superior to their opponents, and won handsomely by 5 matches to 1.

In the match against the M.C.C., on the following day, conditions were altered. The teams were four a side, and four single and two four-handed matches were played. Cambridge were handicapped at the start by the fact that Mr. Hardy, who had been unable to show his best form on the two previous days, owing to the heat, was too unwell to assist them; while Mr. Stuart was so overcome by the strenuous work of successive matches that he quite failed to do himself justice, and was defeated by the Hon. K. Kinnaird. The latter played a very good game, and his persistent return was too much for his opponent, who made beautiful strokes when the ball came to him, but seemed to be too tired to chase it. Mr. Leatham gained fresh laurels by defeating so strong a player as Captain Price, and his play, especially in the final games of the third set, reached an extremely high level of excellence. It seemed to the writer the best performance this promising young player has yet put up.

Mr. Woosnam, the indefatigable, showed that, in spite of his desertion of the tennis court during the May term, he has made a great improvement in his game since last year. He is not now content to merely return the ball, but often kills an easy stroke and plays most accurately for the winning openings. He won a set from Mr. Marshall, and made a good fight in the other two. Mr. Agar was too strong for Mr. Cooke, and in the doubles, partnered by Mr. Kinnaird, had the chief share in defeating the combined forces of Messrs. Stuart and Cooke, after a close

The other four-handed match was, perhaps, the best of the day. Mr. Leatham and Mr. Woosnam, who represented Cambridge against Oxford last year, and are doing so again this year, have never yet been beaten in combination. In meeting Captain Price and Mr. Marshall, the two finalists in the preliminary competition for the M.C.C. prizes, it was realised that they would

be hard put to it to preserve their unbeaten certificate, but owing to their superior combination they were able to win a finely contested struggle by the odd set in three, a very fine performance indeed. Cambridge thus won one match in the singles and one four-handed match, but lost on the day by 4 matches to 2. It was the only reverse of their tour, and had both Mr. Stuart and Mr. Hardy been in their best form, the result might easily have been different.

A. R. H.

LAWN TENNIS NOTES.

A CURIOUS CHALLENGE ROUND.

renowned Centre Court at Wimbledon was played there last Saturday. The occasion was the Challenge Round of the World's Singles Championship. To begin with, it was the first time that two Colonial players had ever contested the Challenge Round, an event which, if it rather lessened home interest in the result, was a sufficient testimony to the advance of the game. But far more noteworthy than the nationality of the contestants was the fact that the championship unexpectedly changed hands, A. F. Wilding, who had held the title for the last four years, and had been considered quite certain to retain it, being soundly beaten by his fellow Australasian, Norman Brookes, the champion of 1907. Critics whose judgment has received a severe shock are not unseldom startled into inventing extraordinary excuses for their having been misled. Many of them have said of this match that the winner's play was the finest ever seen. This is, frankly, rubbish. Norman Brookes played, certainly, a fine game, but he won his match not through super-excellence of stroke, but because he completely demoralised his opponent. In an article I wrote just before the championships began, I said that the only way Wilding could possibly lose was through over confidence. That he did lose from that cause is, at any rate, far more likely than that he was up against "the best play the world has ever seen." He was caught, in fact, in an unguarded moment; his confidence in himself was suddenly and rudely shaken when he found himself unable to win any of the first four games of the match, and, once thus undermined, it never returned to him. In addition, he was not trained like the Wilding we are accustomed to see; he was very slow about the court, he seemed bereft of the ability to use his principal scoring stroke, the straight drive down the side-line, and his lobbing was woefully short. It may be said, "But how do you account for all this?" I would reply that it was due to two causes—the shock of finding that he was losing a match he was confidently exp

THE LADIES' CHAMPIONSHIP.

In this event the prophets were on surer ground. It was easy to pick Mrs. Larcombe to win the All-comers' Singles; and, seeing the way in which Mrs. Lambert Chambers has this year regained, and, perhaps, even strengthened, her best game, it was without any great trepidation that people believed in her ability to defeat Mrs. Larcombe in the Challenge Round. Both these forecasts came off. Mrs. Larcombe did not lose a set, or even look like losing a set, to any other competitor in the All-comers'; she could not win one from Mrs. Lambert Chambers in the Challenge Round. Not for want of a gallant fight, for that she was sure to put up, but because Mrs. Chambers outpaced, outdrove and outplayed her. It was a most interesting match, though it came while the thousands of spectators had hardly recovered their breath after the Brookes-Wilding encounter, and were still too dazed to appreciate it with the applause which should have rewarded its clever play. Its principal features were the very accurate placing of Mrs. Chambers' fore-hand drives to all parts of the court, and the beautiful back-hand returns by Mrs. Larcombe of balls which it seemed impossible for her to reach. Mrs. Larcombe employed the drop shot very little, since on the fast court Mrs. Chambers had plenty of time to reach and kill what is often Mrs. Larcombe's best winning shot; in addition, she was only able to employ her volley to a very limited extent. When thus it became a base-line duel between a very powerful driver and one whose success depends more upon delicate gradations of strength and alteration of direction, there could be but one issue to the encounter.

F. R. B.

THE HISTORY OF SOME AFRICAN TROPHIES.

HOW AND WHERE I SECURED MY FINEST KUDU HEAD.

By F. C. SELOUS.

HE first time I ever saw a pair of kudu horns was at a roadside store in the Cape Colony in 1871. They were probably only of very ordinary dimensions, but to me they then appeared gigantic, and I wondered whether I should ever see such a pair of horns adorning the head of a living animal. Not many months passed, however, before I actually did so, and for more than twenty years after that I hunted for the greater

part of every year in countries where kudus —perhaps the handsomest of all African antelopes—were numerous; often, in-deed, very plentiful. In the earlier years of my hunting career I frequently came across magnificently horned kudu bulls, but very rarely fired at one, either for fear of disturbing elephants — which animals I was then hunting for a livingor because with the small number native porters then in my service I could not carry such large and commercially valueless trophies as antelope heads to my waggon, which was often very far distant from where I was hunting. Once I paddled close past eight splendid kudu bulls standing close to the water's edge on the southern bank of the Chobi River. Every one of these was an adult male, and three of them carried superb horns. I did not molest them, as I had plenty of fresh meat and could not have carried even the smallest head among them. the memory of those eight magnificent creatures standing on the river's brink beneath the tail, feathery-leaved mimosa trees, their great horns glinting in the rays of the setting sun, and the

setting sun, and the fringe of long hair hanging from their throats moving gently in the evening breeze, is one which will never leave me. I have but to shut my eyes and think, and I can see that beautiful picture of wild life with my mind's eyes, exactly as I saw it actually on the banks of the Chobi just forty years ago. Once in the country not far to the north of the present town of Salisbury, in Southern Rhodesia, I came on the fresh tracks of four kudu bulls, and as my waggon was near at hand, I followed them in the hope of securing a fine head. I soon came up with them, and saw at once that one of them carried a beautifully curved, widespread pair of horns, which would have made a truly

magnificent trophy. On being alarmed, these kudu bulls at first ran through very awkward ground, rough and stony under foot, and covered with scrubby bush and small trees. At first it was all I could do to keep them in sight; but the horse I was riding was a good one, and at last I drove the big bull away from the others and had got him almost at my mercy, as he was evidently very much done, and I had almost driven him out of the bush into an open valley, where I think I should most certainly speedily have killed him, when I suddenly rode into a double line of game pitfalls. My quarry passed safely through, but I, after riding between two in the first row, rode full gallop into one in the second



STREPSICEROS CAPENSIS.

Reading from left to right (top row) Mr. Mark Tennant, The Duke of Westminster, The Duke of Sutherland; (centre) H.S.H. Prince Alexander of Teck; (bottom row) Sir A. Bailey, Mr. F. C. Selous and Mr. J. G. Millais.

line, taking it lengthways. The result was that my horse's back was broken, and although I myself went with the saddle—both girths being broken—over the horse's head and fell clear of the pitfall, my right foot in some way got jammed between my horse's chest and the end of the pitfall, and was so badly bruised that I was unable to put it to the ground for some time to come. The kudu, of course, escaped, and I never had an opportunity of measuring his horns, but I am sure they were a very exceptionally fine pair. From time to time, however, I shot kudu bulls with fine horns. One such I killed with a muzzle-loading trade musket quite close to the brink of the Victoria Falls in 1874. Another,

whose horns (measured by Rowland Ward) taped 64in. over the curve, I shot in 1880 near the site of the present township of Gatooma, in Southern Rhodesia. I believe that this is the longest measurement that has yet been taken by Rowland Ward for kudu horns over the curve, and the head in question is doubtless a very beautiful, as it is also a perfectly symmetrical, specimen. But the kudu head, which I look upon as the handsomest of all those it was ever my good fortune to secure, is one of a very fine bull which I shot on the Macloutsie River in the Valley of the Limpopo, in 1890. This head was wrongly described in Mr. Frank Wallace's article, June 27th, as having been killed in 1880 near the Umfuli River in Mashonaland, and also as being the record head. Both these statements require correction. the Maclontsie River specimen the horns are absolutely symmetrical, and in size and elegance of shape leave nothing to be desired. Their measurements (taken by Rowland Ward) are as follows: In a straight line from base to tip, 45% in.; round curve of born, 60% in.; spread between spread between tips, 33in.; circumference at base, 11½in. head is now on exhibition head is now on exhibition among the collection of African Game Trophies which has been got together by the enterprise of COUNTRY LIFE, and is now to be seen at Royal Water Colour Society's Gallery at 5A, Pall East. It was obtained under the following circum-Mall East. stances: During May, 1890, I was engaged in cutting the first section of the Pioneer Road from the Macloutsie River Khama's country to Mount Hampden, in Mashonaland, and towards the end of the month I had occasion to visit the camp of the Bechuanaland Border Police Force, then stationed some twenty miles higher up the river than the spot where my own waggon was standing, waiting for Mr. Rhodes' pioneer column, which had not yet arrived at the Macloutsie. I left the police camp late in the afternoon, and had ridden about ten miles down the river along the waggon track which I myself had lately made, when I suddenly saw the heads and ears of several kudu cows, which were standing looking at me from among some scrubby bush, about two hundred yards to my left. Kudus were then very common in that part of South Africa, and I should scarcely have glanced at them a second time had not my attention been arrested by the dim outline of a bull standing to one side of, and a little beyond, the cows. His horns, showing up well above the bush, looked very large, and the sight of them retransformed me at once from an anxious pioneer road-maker back again into an eager big-game hunter. I had already put up the 200yds, back sight as I was dismounting, and the 200yds. back sight as I was dismounting, and when I fired I heard my bullet tell quite distinctly. Quickly remounting and riding down to where the kudu had been standing when I fired, I saw that it had gone off towards the river at a gallop, for its splayed-out hoofs had cut deeply into the ground. There was not, however, enough light left to enable me to see if there was any blood along the tracks. After having followed the hoof marks for a short distance, they brought me to the edge of a steep, thickly wooded donga, into which I not unnaturally thought that the wounded beast had plunged. However, it was now growing darker every instant, and I could no longer distinguish the tracks, and so, for the time being, was obliged to give up the pursuit and continue my journey to my further down the river, which I presently reached, after an hour and a half's ride in the dark. I then told my boys what had happened, and gave orders to have everything ready for an early start the next morning to search for the wounded Before daybreak I had my horse fed, and as soon as it was light I was in the saddle, and the sun was not very high when I reached the place on the road from which I had fired at the kudu the previous evening. Directly after we struck its tracks we saw there was a great deal of blood on the trail On reaching the edge of the donga, however, we found that the wounded animal had not plunged into it, but had turned sharply to the left and rushed into a patch of thick bush, and there we found it lying dead, shot through the heart, and not twenty yards from where I had stood in the dusk of the preceding evening. My joy may be imagined when I realised that in the size and symmetry of its horns the dead beast fully came up to my expectations. Up to this time, for eighteen years, I had been travelling and hunting almost constantly all over the vast territories lying between the Limpopo and the Zambesi, and during that time had seen a great number of fine kudu bulls; but either because I was after more valuable game at the time, or circumstances would have made it impossible for me to carry away their heads if I had shot them, I had merely walked past all those which carried exceptionally beautiful heads, without ever having fired a shot at them. But at last, by pure accident, I had come upon a kudu bull carrying a magnificent pair of

horns and shot him close to my waggon, and his head, which I was able to preserve and send safely home to England, is, perhaps, the gem among all my African trophies.

MY WHITE RHINOCEROS.

By Major P. H. G. POWELL-COTTON

T was on April 19th, 1905, that I secured No. 220 in the exhibition, the best bull of my bag, with a horn 284in. long. Lions had been roaring close to horn 281in. long. Lions had been roaring close to the camp during the night, and in the morning, after an unsuccessful cast round in the hope of striking their track, we surprised a rhino stretched at its ease and partly hidden in the grass. A number of birds running over the animal would quickly have given the alarm if disturbed, so from a distance of about ninety yards I fired for the heart, and fired two more shots There was no blood track, but a three hours' pursuit brought us up to the beast as he stood on the watch under a thorn. A shot behind the shoulder and another as he was moving away made him circle round the bush at a run, halt a moment, catch a glimpse of us and deliberately charge down wind. With an empty '400 in my hand I was not seeking explanations, but made off in my turn, slipping in a cartridge I went; then, with a quick turn, I placed a solid nickelclad bullet between nostril and horn. At this the beast swerved slightly and thundered heavily past us out of sight, to fall dead a few hundred yards away. The sun had set before the skinning was completed, and porters had arrived from camp, so I decided to leave them to bivouac by the carcase, while I set out for my tent in drizzling rain. fell rapidly, and it was with the utmost difficulty that we continued to distinguish the outline of the path among the thorn scrub. Suddenly the native ahead of me stopped, pointed into the gloom, and with the one word "Look," turned and vanished, to give place to a rhino that dashed close across my front and stood snorting indignation a few yards away. The morning's experience had imbued me with so much respect for the race that I tried to creep round and make a detour through the bush, but was baffled, and turned back. Once more the animal's dark bulk broke across the path before he was swallowed up by the night.

Next day the bull was brought into camp by forty-four

men, each with a load of between 50lb. and 60lb. in meat, bones, hide and horns. The skin was laboriously thinned down, and spread out to dry in three pieces on rough platforms, under which charcoal fires were kept smouldering at night. The specimen has been set up whole by Messrs. Royland Ward for the Quex Museum. The female skull (No. 222 in the exhibition) is that of a beast which was shot near the Ouneri Swamp, named by a subsequent sportsman Rhino Camp. From rising ground I had spotted four rhinos in the bush some distance away, and was working towards them, when another moved obliquely in our direction out of dense thorn, halted and threw up its head. The horn seemed a fine one, so I fired behind the left shoulder, and sent a second bullet after the beast as it broke away. A few minutes we came upon it lying dead—a cow, with a horn of 28\frac{3}{1}in. The longest Northern white rhinoceros horn I have personally measured was 35% in. from a female (No. 221 in the exhibition), shot near Kero by a Congo askari, but I was told of another, killed at Lado shortly before I arrived, that spanned over the metre, and Ward records one with a length of 41in. In height I found a full-grown animal ranged from 5ft. to 5ft. 6in., while South African specimens are reported to have exceeded 6ft. The white rhino does not seem to charge on scent like the black, but it is, nevertheless, well to avoid the windward side of a wounded animal, for if not stopped he will hunt the hunter with as deadly a purpose as the black variety.

THE HEAVIEST ELEPHANT TUSKS SHOT BY A WHITE MAN

IKE many records, this one fell to the rifle almost in spite of myself, as the result of little effort and less skill. The caravan was traversing a fine country of rolling grass plain at an elevation of 5,400ft., on the head waters of the Ituri between Mahagi and Irumu. On the morning of June 5th, 1905, while camp was moving towards Zuga, I ranged round in search of game and secured a fine bushbuck, since named by Matschie. When I rejoined the path at 10.45 a party of natives met me to say that elephants were close at hand,

but a careful survey with the glasses revealed no trace of them, and we had learnt to be chary of village tales. men, however, were so persistent that I was prevailed upon, rather against my will, to follow their guidance perhaps half a mile, when, to our satisfaction, two elephants showed up on separate hilltops that were bare of trees and clothed only in grass not more than 2ft. 6in. high. On nearer acquaint-ance the first proved a single tusker, so we skirted round him, happily without being detected, and turned our attention to the other beast. A slow crawl brought us up the hill, on which he stood motionless, enjoying his mid-day siesta, and a massive beast he looked as we approached him from his right rear in an air so calm that every moment I feared he would hear the crackle of the dry grass beneath my boots. At about 8oyds. I stood up to shoot, when the view of tusks, apparently thicker than a man's thigh and almost touching the ground, completely demoralised me. Both barrels of the 400 were aimed at the right shoulder, but the animal made no sign that he either felt or heard the shot. With the second rifle I then fired at the right ear for the brain, upon which the elephant turned and advanced dizzily towards me, his great ears flapping and his trunk feeling the air. Three successive shots at the forehead made him halt and slowly turn, but it took two more in the side to bring him to the ground. It was just 11.30, not an hour from the moment when we had met the natives and given little credence to their story. The elephant fell with his legs doubled under him, so that it was impossible to take his height. Half the girth behind the shoulder as he lay was 7ft. IIIn., the circumference of his forefoot 62½in., while his ear measured 76in. by 64½in. The right tusk was 8ft. 11in. along the curve, 7it. 6in. in a straight line, 23¾in. in circumference and 174lb. in weight. The left was 9ft. along the curve, 7ft. 9¾in. in a straight line, 25in. in circumference and 198lb. in weight. The tips were 40¼in. apart. P. H. G. POWELL-COTTON

MY FOREST HOG.

By R. O. R. KENYON-SLANEY.

HILE staying at Embu, on the south-east of
Mount Kenia, last November, I was fortunate
to obtain a somewhat uncommon animal—
the forest hog. In this district, at an altitude
of from 4.00oft. to 5.00oft., the forest line
stops abruptly, and the country, right up to the edge, is more
or less open, but covered with very long, rank grass. Here,



HYLOCHAERUS MEINERTZHAGENI.

in this corner of the forest, the natives say they occasionally come across these enormous pigs, but I believe only on one previous occasion have they been shot at Embu. They are very shy in their habits, spending the day in the dense forest, and only coming out to feed in the cool of the evening, and then apparently never venturing far into the open, but always ready to dash back to their retreats at the slightest sign of danger. Owing to this shyness, and the fact of their

living only in large and more or less impenetrable forests, they are seldom seen except by natives, and, like the bongo and other forest animals, may be commoner than is generally supposed. I obtained mine in the following manner, and, as will be seen, more by good luck than anything else. At about 4.30 p.m., while waiting for buffalo to come out to feed in a very quiet spot on the edge of the forest, I came across some large pig tracks, and questioned my gunbearer about them. He, however, had never heard of forest hogs, and declared them to be the tracks of a large wart-hog, saying that the softness of the ground would account for the size of the tracks. After waiting quietly for about half an hour, we heard a noise in the long grass not forty yards away, and then saw a large dark object which, from the colour, I first thought must be a young buffalo, and then, from the shape, a young rhino. However, directly he came more or less into the open, I guessed what he was, and shot him with the 470, the bullet passing through the heart and killing him where he stood I took the measurements at once, checking them two or three times to get them quite accurate, and found them as follows: Height at shoulder, 44% in.; girth, 74in.; length to tip of tail, 83% in.

MY WHITE NILE ELEPHANT.

By SIR WILLIAM GARSTIN.

OU have asked me to give you an account of the incidents connected with the shooting of the elephant whose tusks are now on view Exhibition of African Trophies at 5A, Pall Mall East. On June 3rd, 1905, I was exploring a branch of the Upper White Nile, known as the Bahr Atem. This river, which at that time was hardly known, bounds the eastern marshes of the White Nile from Bar to Shambé, and runs parallel to the main stream between these two places, separated from it by an expanse of marsh which is from five to six miles in width, a wilderness of papyrus reeds and mud. On the other side of the Atem the land is comparatively high and covered by thick forest and bush. I had for two days been endeavouring to ascend this river with the object of ascertaining if it were possible to navigate it as far as Bar. Progress had been very slow and difficult on account of shoals and blocks of "sudd," which barred the channel, and through which we had to cut our way. So hopeless had things become on the third day that I determined to abandon the attempt and return to the north. During the voyage many elephants had been seen in the marshes to the west, but all of them in impossible ground. They were standing in deep swamp, only their heads visible above the high reeds, and their movements only traceable by the flutterings of the white egrets, which are their constant attendants in this region.

I was looking through my glasses at the river ahead, when I saw an elephant come out of the forest and stand on the river's edge, perhaps a mile or a mile and a half up-stream. His tusks gleamed white in the sunlight, and appeared to be good ones, so I determined, as the wind was favourable, to try and approach him. The steamer was tied to the bank and I landed. I was accompanied by Captain the Hon. Maurice Macnaghten of the Sudan Service. Captain Macnaghten, of whose death I recently heard with great sorrow, was travelling with me, and although he had already shot the two elephants allowed by the Sudan Game Laws, he decided to accompany me to see the fun, although debarred from shooting another. Our track lay through high forest and very thick bush, but by keeping near to the river we were able to proceed in the direction of the point where I had seen the elephant. After following the river for some way, we heard shouting, and shortly afterwards met a party of naked Dinkas armed with spears. I felt certain that they must have passed close to the herd of elephants ahead of us, and when we questioned them this proved to be the case. They told us that they had passed right through the elephants, which had taken no notice of them! I may mention here that previous experience of this remote region had convinced me that the elephants, which for many years had neither been shot nor disturbed by sportsmen, had no fear of the natives and took no trouble to avoid them. The year before on this same river, I once saw some Dinkas pass close to a herd of cow elephants and up wind of them. Beyond raising their trunks and sniffing the tainted air, these elephants took no notice and did not even move away. This fact gave me hope that, in the present instance, the herd might not have been frightened away. We consequently went on, the forest and bush getting thicker as we ascended the river. We consequently went on, Suddenly, my gun-bearer—an Aggagir, or sword-hunter from

the Blue Nile-stopped and said he saw an elephant ahead. The wind continuing good, we crept cautiously on, and got within ten yards of the animal, which proved to be a large cow. So large was she that until she turned her head and we saw her tusks, even the hunters thought that it was a bull. Further progress in the direction of the herd was impossible, as long as she remained where she was. There was nothing for it but to wait where we were. By a series of careful for it but to wait where we were. By a series of careful movements we succeeded in reaching more open ground on the river's edge. Here the bush was thinner and we could see the herd feeding, quite unconscious of our presence. It consisted of—as far as we could count—fifteen elephants. Among them was a very tall bull with large and handsome tusks. He towered above the others, and I determined to try and secure him. A couple of minutes later, however, he faded entirely from my mind. Across an opening in the forest slowly moved an elephant with tusks such as I had never before seen or ever looked to see. He was not nearly as tall as the first bull. He looked very old and carried his head low, as if overweighted by the mighty pair of tusks that he carried and which projected some six feet on either side of his trunk. These nearly touched the ground, and irresistibly reminded one of the cow-catchers of a giant Of course, having once seen this bull, he was the prize to be tried for, even if it involved waiting where we were for the whole day. We were able to see the great beasts passing backwards and forwards between the river and the feeding, drinking and squirting water over their backs. At last the bull moved out into the open and stood broadside on at a distance of about seventy yards. I was able to secure a photograph of him, and I could see his great tusks in all their beauty. Again I was struck by his comparatively small size. He appeared, except for the tusks, almost insignificant beside the other bull that I had first seen. After a long interval of time, the cow still remaining where she was, the herd showed signs of entering the river and crossing to the marshes on the other side. I knew that, should they do this, they would be lost to me, as it would be impossible to approach them in the water and reeds. I determined then to risk the shot, although it was longer than one generally likes for the first shot at an elephant. The bull stood broad-side on, with his right side towards me. Sitting down, I aimed carefully at his heart. The bullet told loudly, and the great bull reeled and staggered, as if going to fall. He recovered himself and swung round, exposing his other side. Again I fired, and again I thought he would fall where he stood. He walked very slowly towards the bank, and two more shots finished him. He fell on his side with a crash in the marsh, a column of mud and water rising high into the air as he collapsed. His head was almost invisible and half buried in the swamp, but one immense tusk stood up almost vertically, and I realised what a prize I had secured. After the better part of an hour we saw the men from the steamer moving towards us along the river's edge. When they were within some three hundred yards of the dead buil, we heard a great commotion in the forest, accompanied by much crashing of trees. saw the herd of elephants rush through the men, trumpeting and screaming. They dashed into the river, swam across it and gained the safety of the swamps on the other side. Fortunately, the men had scattered in all directions and no one was hurt. The behaviour of these elephants was rather remarkable. They must, after I had killed the bull, have remained in the forest close at hand and been in our neighbourhood all the time that we were removing the dead elephant. All this time they were down-wind of us, and must have both smelt us and heard us talking. Why they did not attack us I have never been able to understand. I have known elephants return to a dead or wounded comrade more than once. These, however, did not do this, neither did they leave the spot. I can only conclude that they were did they leave the spot. unused to the sound of firearms and, as they never actually saw us, they did not know what had happened. It was, fortunate for us that they were so dense. they made up their minds to charge, they would have caught us quite unprepared in the open swamp and up to our waists in mud and water. When the men came along it would seem to have been too much for them, for charge they did then, and with a vengeance. How the men all escaped is a marvel. The English engineer of the steamer, who was with them, when he came up to me much out of breath and with his clothes in ribbons, told me that he had never had to run so fast in his life, or, though an exceptionally fearless man, been so badly frightened. He had no fear of wild animals, but was killed by a wounded lion a year later. I can understand his feelings.

The tusks of this bull, when weighed by the Sudan Government officials in my presence about a fortnight later, showed a weight of 295lb. for the pair. The straighter and thicker tusk weighed 159½lb., and the curved and thinner one 135½lb. This is, easily, the record weight for the Sudan. As regards weight for a pair, they stand fourth on Messrs. Rowland Ward's record. If only elephants shot by Europeans are taken into account, they stand third on the list, only being surpassed by those secured by Major Powell Cotton (372lb.) in the Ituri Forest and by Captain H. S. Burroughs (340lb.) in Uganda.

BARBARY SHEEP.

By P. H. THOMAS.

of desert hills 120 miles west-north-west of Port Sudan; here, as in Upper Egypt, the species is extremely local and rare, but it most probably exists in other desert hills on the east Bank of the Nile. On the west Bank of the Nile it is found in low desert hills west of Dongola, but here again it is scarce, and in both localities the horns appear to be much smaller than further west. It is found commonly in some of the sand dunes in Tripoli, where the natives hunt it with dogs; thence along

the southern side of the Atlas Mountains. through Tunis and Algeria into Morocco. The largest heads appear have been obtained in Western Algeria. In where hunted them 1905, they comwere mon in all the hills south and west of Gafsa, and during a month's trip I saw over two hundred s'ieep, but only two really good



OVIS LERVIA.

rams over 27in. The hills south of Gafsa bordering the Sahara are composed of red sandstone and rise gently on their northern slopes, but from the top they drop abruptly over small precipices intermingled with shale slopes to the low foot-hills, which are intersected by narrow ravines and dry watercourses, making proper spying extremely difficult. It is here that the Barbary sheep is found in greatest quantities, and it is owing to the extreme wariness of the animal and the peculiar formation of the ground that this species has held its own on the fringe of civilisation, constantly persecuted by native hunters, who sell the meat in Gafsa and other towns. These hills are almost devoid of vegetation, and water is only found in a few holes in the rocks, under cliffs which the sun never reaches. There is no low scrub such as is found on the hills near Biskra, and the animals are therefore more easily found, but owing to the hills being more barren than at Biskra, large heads are scarcer. In the hills round Biskra, owing to the French taking steps to prevent the Arabs hunting, the species seems to be on the increase. About fifteen years ago nine different shooting parties were out in the Biskra district and the total bag was two ewes; while this last winter three were shot and about thirty seen by one sportsman in ten days. The Barbary sheep has one habit in which it differs from other species of wild sheep, but which is also peculiar to the Nubian ibex, viz., that when they suddenly

become aware of the close proximity of man they remain motionless, lying down among the rocks, relying on the forma-tion of the ground and on their wonderful protective coloration to remain unobserved. A very good instance of this came under my own observation. In company with my hunter, Celestin Passet, I had hunted and spied all the southern slope of a hill without result, though tracks were numerous, and we had lunched on a shale slope at the foot of a small rock about thirty feet high; after lunch, while I lay dozing on the shale slope, Celestin climbed on to the top of the rock to spy the ground beyond; presently I heard the shale moving just above me, but thinking it was Celestin returning, I did not look up. A few minutes later I was aroused by an exclamation from Celestin, who had just got back down the rock, for there, five yards above me, were the tracks of a good ram in the shale; he had been lying behind a buttress of rock only thirty yards from us while we had been talking and The native method of hunting is either by driving, which usually results in a blank, more rarely in the death of a ewe or lamb, or by creeping cautiously to the edge of a ravine and hurling down large rocks on the chance of disturbing something close underneath. The Barbary sheep drinks from time to time at the water-holes, as I found the tracks and droppings in the pools themselves, and the native hunters sometimes wait for them in these places.

MY BIG BUFFALO.

By Major P. J. Bailey,

N August, 1912, I had the good luck to get away for a six weeks' shoot in North-West Rhodesia. My transport and feeding arrangements had all been arranged by Mr. Cooper of Kalomo, consisting of bullock waggons, ponies, carriers, cook, etc. We had been trekking for about four weeks, having excellent sport, the country being full of game of all description, when we came across an old friend of mine who had started farming on the Kafue River, and was out buying mealies and cattle from the natives. He had done a good deal of shooting in his time, and knowing I was anxious to get a buffalo, told me that another settler had news of a large herd of buffalo, and thought it possible that he could arrange an expedition against them. All was arranged, and we started for a village about fifteen miles distant, near which the herd were in the habit of coming to drink, crossing a road on their way to and from the water.

We camped the night in the village, being received in great state, as our leader had been an Assistant Native Commissioner in that district. The news of the buffalo was good, they having been down to drink the night before, we went to sleep, full of hope for the morrow. we left the village, two of us with ponies and two on foot, accompanied by two native trackers and six carriers. On getting near the water we lay down while the trackers went on to reconnoitre. It was still quite dark. In about half an hour the trackers came back to report that the buffalo had drunk and recrossed the road and were then feeding in a patch of thick bush. It was then just beginning to get We then started on foot for the patch of bush, the only incident on the way being an affair between a native and a porcupine who was anxious to return to his earth. On getting near the thick bush we could hear the buffalo, and could indistinctly see huge black shapes on the edge of the bush. My friends gave me first shot, and Cooper and I mounted our ponies and rode round so as to come on the left flank of the herd. We reached the edge of the patch of bush, which was about half a mile square and distant about three quarters of a mile from the main bush. We then dismounted, and Cooper pointed out to me what he said was a bull about 50yds. distant, but very difficult to pick out in the uncertain light. The herd were moving through the bush at a walk, feeding as they went. I took my shot, with no apparent result as far as the one beast was concerned, but the whole herd stampeded with a terrific noise. I cannot describe what this stampede was like, except to compare it to an express train off the metals and dashing through a forest. We mounted immediately and galloped round the outside of the bush, moving parallel with the herd, who were crashing through the bush on our right. The head of the herd then came to the edge of the bush, and they broke cover to cross the fairly open bit of country to the main bush. The herd numbered at least eighty bulls, cows and calves, all in one charging mass, going straight through every obstacle. We dismounted, but by the time I was ready to fire the herd had got rather too far away from us, and I took a snap shot at a bull rather in rear of the herd, but missed. Again we mounted, and this time made no mistake about it, but made

a slight detour and got well to the left front of the herd before dismounting. They were still going at full gallop, and came past us at about 50yds. distance. I had no difficulty in picking out what seemed to me a very large bull, galloping on the left flank of the herd. I fired both barrels of my '450 at the shoulder, and saw him turn away slightly from the herd. They were by then past us, so we mounted again and started in pursuit. Now, the country, although fairly open, was pitted with ant-bear holes, and there was a fair amount of bush and small trees. My pony, in swerving from a bush, came head over heels in an ant-bear hole and flung me yards breaking the stock of my rifle and slightly damaging my wrist. My first thoughts on finding myself on the floor with a broken rifle were for the wounded bull, as I felt sure I had hit him. Luckily, nothing appeared. Cooper, who



BOS CAFFER.

Her Majesty Queen Alexandra (centre), H.R.H. the Duke of Connaught (top), Major P. J. Bailey (bottom).

was galloping ahead, was again up to the herd when my loose pony galloped past him. He had only a light rifle, so did not try a shot, but caught my pony and brought him back to me. We then went back, it being useless pursuing the herd further, as they had reached the main bush. We found the big bull, stone dead, lying on his side. Both bullets had hit him behind the shoulder. On running the tape along his horns we made them 50in. We returned to the village with our trophy, getting a good sable and an eland by the way.

Next morning we started off again in the same direction in the hope that some of the herd would have come again to the water. Apparently only very few had come, but we got on the track of a few, and followed them to the edge of the main bush, where they split up. Cooper and I followed the spoor of three bulls, while the other two followed another

small lot. The bush was terribly thick, and one was most of the time on hands and knees, with a range of vision of about 10yds. As we only had one light Mauser rifle between us, I personally was not over anxious to try conclusions with a buffalo, but Cooper seemed to think it was the right thing to do, so I went. It was wonderful how he and the native tracker kept on the spoor of these three bulls, and twice we got right up to them, within about 12yds., without seeing them, when they were alarmed once by a bushbuck and once by a bird, and made off, crashing through the jungle. finally gave up the pursuit, and returned home to the main

HOW I GOT MY ELAND HEAD.

ADY GRIZEL HAMILTON has very kindly sent us a note from her diary under the date of September 18th, 1907, which tells the story of her eland head. We have very great pleasure in publishing it. "We felt very much rested after the ten days' peace and quiet on Lake Victoria Nyanza, and on our return to Nairobi, finding there were still



TAUROTRAGUS ORYX PATTERSONIANUS.

three days to spare before catching the homeward liner, three days to spare before catching the nome take coast, we decided to stop at Simba, a station half way to the coast, we decided to stop at Simba, a station half way to the coast, we rhinoceros. 'Simba' means 'lion,' and is the most famous place for lions in East it was at this station that some years ago an unfortunate man was carried out of his sleeping carriage by a man-eater. Many lions have been shot from the water tank there, and a 'machan' has been built underneath. Here people sit up at night and shoot their lion as he comes to drink at a pool of water near. There are many reed beds near Simba, so we hoped, if we had no luck with the rhino, that we might come on a lion, though it was the wrong time of year to shoot them, as the grass was so high that it was impossible to stalk. We had tried to do so two or three

times, but they always wriggled themselves into the long

grass and disappeared trom sight.

"We slept at Simba Station that night, and had the usual early start next day so as to get into camp early and have whole day in which to look for the rhino. had gone wrong with the commissariat, so we started frightfully hungry, having only had eggs and some soda-water the night before for dinner, and now began our march on a cup of tea and one biscuit. It is an awful country to walk in, sandy and covered with mimosa scrub, and being two or three thousand feet lower than anything we had been accustomed to, I found it very trying. When we arrived in camp we found our tents very prettily planted on the banks of a stream, but it was a brackish salt water stream, rather like Karlsbad, which made horrible tea. We hurriedly ate a very tough piece of kongoni, did our best to drink the tea and started off. After walking for six miles in the blazing sun we suddenly came on a rhino. There was a hasty council sun we suddenly came on a rhino. There was a hasty council of war as to the best side from which to approach him, and then we crept silently up to within forty yards, when I paused to take breath and a careful aim, and then fired. The rhinoceros gave a heavy plunge when the '303 bullet hit him, and then, as usual, galloped away as fast as a horse could go in the opposite direction. I was dreadfully disappointed, as I was afraid I could not have hit him in a vital spot. followed it up all day in the broiling sun for several miles, but did not succeed in coming up with it. We ascertained, however, that it was badly wounded, but as it was getting dark, had to give up following it further that day

"Next day we started off at five o'clock in the morning and retraced our steps of the day before, to find the rhinoceros had died in the night. He had been hit in the lung, which is always mortal in a few hours. It is the tragic side of shooting that very large animals with thick hides like the rhino and hippo are scarcely ever killed with one shot. While the rhino was being photographed we saw a herd of eland go past at about two or three hundred yards, and as one of them looked a specially fine head, my husband advised me to chance a shot. It turned out afterwards to be a thirty-inch head, which is the second record for British East Africa. We went back to camp very happy that evening, to our dinner of tough meat and salt tea and with still one day left in the country. I we decadfully tired past day and did not get up. country. I was dreadfully tired next day and did not yet very early, but was very fortunate in getting two oryx on our way back to the station. The oryx has a very pretty head, with horns like giant knitting-needles, and it was a specimen I was very anxious to possess. While our boxes and possessions were being labelled and got ready for the train in the evening, we went to look at a reed bed quite close to the station that is very famous for lion. The sun was nearly setting and the evening glow on the yellow reeds and sandy desert was a glorious sight, and would have delighted the We walked along very cautiously beside soul of a painter. the reeds with our rifles at full cock, and hoping a lion might come out for his evening stroll. Suddenly on the opposite side I saw a dark object slinking along. We hurriedly put up our glasses and saw it was a leopard, so I fired. The animal sank straight down in the long grass, to reappear as suddenly a few seconds later about ten yards off; then, before I could shoot, he disappeared again. We hurriedly went round the reed bed until we reached the point at the other side where the leopard had disappeared. We proceeded very cautiously now, with our rifles to our shoulders, but could see nothing in the long grass, which was growing nearly up to our shoulders. Perhaps it was fortunate we did not meet the leopard, as when wounded he can be very dangerous and cunning, and many hunters have been surprised and killed by his stalking them and springing on them from an unexpected point. After some minutes' search we had to return to the station as the train was signalled, and so I left Simba, never really expecting to hear any more about the leopard. My joy can therefore be imagined on arriving at Mombasa to get a telegram saying: 'Leopard found dead near the reeds.'"

MY KUDU AND WATERBUCK.

By. J. G. MILLAIS.

T has never at any time been an easy task, even when the greater kudu was more plentiful than it is to-day, to secure a couple of good heads of this magnificent animal. In parts of Central Africa, East Africa, Somaliland and Abyssinia, which it frequents, it is generally found on dry, stony hills on which there is a con-siderable amount of thorn bush, while in South-East and South Africa it hides for the greater part of the day in the

very densest thorn bush, through which it is often impossible to ride a horse. Even where greater kudu are numerous and many cows may be seen, the bulls have a way of drinking at early morn and at dusk and then going far back from the rivers and pools into the very worst country and lying hidden in the scrub or feeding in the shadows of the dense mimosas. A man cannot say, "I will go out and shoot kudu to-day, as he can do of nearly all the other African antelopes. is only after hard and continuous work, often extending over several weeks, that the hunter may achieve success. Of course, he may kill his game at once, but that is not likely. In North Africa he must spend days in spying likely places where he has found fresh spoor, and in South-East Africa he must wander for miles and be on the alert to take his chance, which may come at the most unexpected moments. I killed four fine bulls in South-East Africa in 1893, all by very different methods; but every one of them entailed an enormous amount of hard work before I got my chance. The first I poached in Lobengula's pet preserve in Matabel-land, without knowing it was ground reserved by the sable monarch, and got into trouble in consequence with his warriors, who were then on the point of rising and attacking the whites. I had fired at a cow, who in her flight fell dead in front of a cunning old bull that had kept in hiding until the last moment, and he, being scared at her death, broke back and gave me an easy chance. Another I shot by the Bubye, in Eastern Mashonaland, in rather a comic fashion. I was returning from a successful hunt by myself, having shot a good water-buck ram, whose head I had fixed upside down on the saddle Close to camp, in some dense bush, my eye caught the light upon an unusual object under a tree not fifteen yards away. Then I realised it was a fine kudu bull, standing motionless, with horns laid back along its back, and hoping to escape notice. I almost flung myself from the horse, as I knew the game would spring as soon as I touched earth, and, in doing so, caught my right leg in the horn of the waterbuck, and with saddle, waterbuck head and all, I came crashing to the ground. I was not hurt, but seized the rifle and gave the bull a shot before he could get out of view

A third bull I was lucky enough to find crossing a semi-open park-like country, and, being on my best horse that day, I rattled him so fast before he could get into dense cover that I had him to bay in little over a mile. The large head which figures in the exhibition I killed in a somewhat My Dutch hunter, Roelef Van Staden, unusual manner, too. a native Shangan, and I went out one morning into the waterless desert near the Sabi River to try and find tracks of a white rhinoceros that had been there the year before.

COBUS ELLIPSIPRYMNUS.

About midday we reached pool, or what had once been a pool, and standing quite in the open on its dried surface were two kudu bulls. The larger of the two seemed to bear magnificent horns. The animals must have been travelling they would not have been in such an open place the heat o f the day. A slight ridge hid adour vance, or should we

have surprised them. I at once lay down and took a shot at the big bull, hearing the bullet tell loudly. Both animals then and I shall never forget that depressing sinking of the heart which comes to the hunter some time or other when he knows he has wounded and probably lost a really great trophy. Some distance beyond the ridge the two bulls had separated, and I, fondly imagining that I was on the right one, took up the track before me while Van Staden followed that passing to the left. It was a good sign that the bulls had separated, and as the ground was soft and somewhat sandy and in places burnt, I had no difficulty in holding the spoor; had gone half a mile and then a mile, and found that the least I was following was still galloping, I made up my mind that I had only given it a superficial wound, and that the great bull was lost for ever. At this moment I stood still, and then heard a shot behind me. Presently I saw Van Staden come from behind a tree and wave his hat, but at the moment I did not associate this with my kudu, and thought he had killed something else. I hastened to him, however, and found him standing over the dead body of a remarkable kudu. "There is your bullet," he said in Dutch, indicating a spot at the back of the ribs. "I came on him lying almost dead and finished him." and finished him.

Nowhere, perhaps, at this date (1893) were there finer waterbuck (Cobus ellipsiprymnus) in South Africa than on the Nuanetsi River. They were very numerous, and as they did not go far from the river, it was not difficult to find a good male in the early hours of the morning. I killed two splendid males of 20lin. and 33in. respectively, the latter being now shown in the COUNTRY LIFE Exhibition, and saw two others, which, I should say, were even better than those I got. One of these, of course, selected the particular morning to stand and offer an easy chance at 100yds. when I was suffering from a touch of fever, and even if he had been as big as an elephant I daresay I should still have missed him. Moreover, we had not the splendid rifles we now possess and which make big-game shooting so much easier.

GIRAFFE IN THE SUDAN.

BY THE RIGHT HON. LORD DESBOROUGH.

may not at first sight appear to be a very laudable thing to do to shoot a giraffe at all, but after being entreated to do so by those who are responsible for the maintenance of the telephone line through the Sudan, one felt almost obliged to do it when the opportunity occurred of securing an unusually fine specimen. The fact is that the giraffes cause a great deal of trouble by breaking down the wires and these breaks are legated. by breaking down the wires, and these breaks are located with the greatest difficulty and after tramps over hundreds of miles of burning desert, so it is not much to be wondered at that the giraffe is not a very popular animal among engineers and others responsible for the telephone system; they have a way of catching the wire with their long necks, either singly or in small herds, and push straight on till the wire gives way. The giraffe is not only "one who walks wire gives way. The giraffe is not only "one who walks quickly," according to one interpretation of the word, but he is also Zarafah, the Arabic name for the tallest of all There was a time when he threatened to become as extinct in the Sudan as he has become in Southern Europe and India, but the policy of preserving them which has been pursued of late years has caused them to increase to such an extent that the advisability of taking off the special payment which is exacted for killing a giraffe is being

regionsly considered by the authorities.

The particular giraffe which forms the subject of this article was encountered a short distance up the Zeraf River and not very far from the water. In the spring, when the country dries up, the animals come down to the rivers and are found at no great distance from them. The country is, are found at no great distance from them. The country is, however, very flat, and the game soon gets shy and difficult of approach, with the exception of waterbuck, which exist in even too great numbers. A giraffe, when seen with his head well above the surrounding trees, which are only, as a rule, low, red-barked mimosa, not more than twelve to fourteen feet in height, presents an extraordinary appearance and seems to belong to an antediluvian age, and his appearand seems to belong to an anteditivian age, and his appearance is still more strange when you see his long neck swaying above the horizon as he shambles off at a great pace with both near legs and both off legs moving together. Most of the giraffes I saw on the trip were very alert, and from the height to which they towered seemed to be able to detect without much difficulty any movement on the flat plain beneath them, and I did not interfere with them until we

came across a bull which seemed of unusual size. He was standing in some very thick mimosa trees, and by dint of crawling flat and slowly on the hard ground, we got within shot, and two bullets from a 350 bore rifle soon finished the business, and the telephone operators were revenged, at all events, on that particular giraffe. As the meat of the giraffe is much prized by the natives, he was soon skinned and cut up, and every morsel of him made into strips to be

dried subsequently in the sun.

A sporting tour up the White Nile, with or without a giraffe, is well worth undertaking. There is much to be seen on the way: the battlefield of Omdurman, the town and College of Khartoum, the thousands of birds which, with the hippopotamus and crocodiles, relieve the tedium of the long river ourney, which will, however, to the sportsman, be rewarded by a large number of trophies, including, if fortune smiles, those of the lion and elephant. But what strikes one most is the fact that law and order and honest administration have been given to the inhabitants of a vast tract of country which had been turned into a wilderness by the cruelties of the Khalifa, and where they are now rapidly increasing, with their great herds of cattle, under the protection of a Government which, for the first time in their history, is free from the taint of violence and corruption.

HOW AND WHERE I GOT MY RECORD LESSER KUDU.

BY NORMAN B. SMITH.

AVING been requested to write a few lines on the above subject, I have turned to the pages of the much-soiled old diary of my second trip in Somaliland eighteen years ago, in the spring of 1896, though it is scarcely needed, for I still have a vivid memory of one of the zed letter days of that most successful

trip. In those days but few

sportsmen

made big game expeditions Africa, unlike the present

days, when the

Uganda Rail-way and the fashionable town of Nairobi have made the healthy game districts of British East Africa

Mecca of hundreds of men

beautiful small relation of the magnificent

with

instincts, some without. Somaliland was then responsible for such lesser kudu heads as were to be seen in collections, though British East Africa has since yielded many speciof mens

the

sporting

STREPSICEROS IMBERBIS.

great kudu. On February 1896, I left England with a good friend and sportsman, G. B. D., whom I was introducing to African sports and, G. B. B., whom I was introducing to African sport. In my previous trip I had penetrated the far interior to the Webbe Shebeyli district by the James route, ten days without water across the Haud. In 1896 we went equally far, but by the easier Milmil route, and it was in the neighbourhood of the Shebeyli River that I obtained the two fine lesser known before the which the reserver in the state of the shear of which the reserver is the state of the shear of t I obtained the two fine lesser kudu heads, of which the specimen under discussion was one. About a week earlier I shot a very fine lesser kudu which measured 34in. on the curve,

with very thick horns of 7 lin. circumference, the then existing record being also 34in. A few days later I got the big one. Leaving camp at 5.30 a.m., at 7 a.m. my gunbearer, Geli, and I were drenched to the skin by a terrific thunderstorm. Soon drying our clothes in the hot sun, we were again *en route* towards the Webbe. We shortly struck the fresh spoor of a herd of elephants, including two bulls, and while following the spoor I spotted a lesser kudu, which was clearly the finest I had ever seen. My proposal to stalk the lesser kudu was received with consternation by Geli, as a shot would spoil all chance of getting up to the elephants. However, such a head was worth all the miserably tusked elephants in Somaliland. I crawled carefully to about 150yds. from the buck, when the obvious excellence of the head caused me, for the first and last time in my life, to feel symptoms of buck fever. However, I steadied myself and he dropped to the shot like a stone. The tape soon showed that he was an easy 35in., and when the head reached Ward's he proved to be an easy record, 35½in. on the curve and, like the previous one, massive horns 7½in. at the base. We were soon again on the track of the elephants, and coming up with them about 2 p.m., I annexed both the bulls, not reaching camp till after 10 p.m., my exhaustion being amply compensated by my success. It was a great trip, and included elephants, rhino, lions, leopards, kudu, etc., with many fine heads, this lesser kudu being the finest.

MY NUBIAN IBEX.

By J. H. MILLER,

LL those who have journeyed through the Red Sea can hardly have failed to notice the desolate red hills that seem to rise almost directly from the water close to the south-west of Suez, and will very likely have remarked on the preference of a long drink and a deck chair to a scramble on their sunscorched slopes. These same hills run in an unbroken chain parallel to the coast, through Egypt and the Red Sea Province the Sudan right down to Eritrea. The chief inhabitants of this desolate region are the wild native tribes and the Nubian ibex (Capra nubiana typica). It was to obtain specimens of the latter that I journeyed out to Port Sudan in February, 1913. Four days northwards by camel brought us to a district known as Erba, where ibex were said to be very plentiful. The only method of hunting known to the shaggy headed locals is driving, and it must be admitted that



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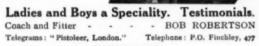
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this unskilful form, so foreign to the heart of the true hunter, is in this case the most likely to lead to success. of this is that, unlike the ibex of the Himalayas and Central Asia, which can be easily found at any hour of the day, the Nubian ibex, to escape the heat, lies up during the whole of the day among the caves and holes in the rock, and even when feeding, owing to its small size (height at shoulder twentyeight to thirty inches) and protective colouring, is exceedingly difficult to find among the turmoil of wind-worn crags that Having obtained the services of some thirty of the local tribesmen, the morning after my arrival I started before dawn to climb to a commanding position known to the two men who accompanied me. Looking back we the two men who accompanied me. Looking back could see the beaters starting off, in small parties, take up their allotted positions for the drive. Having discarded all clothing with the exception of a loin cloth and with a spear or stick in their hands, they looked thoroughly in keeping with their wild surroundings. Having taken up a position that allowed of a clear field of fire over a hillside streaked with many goat tracks, I was at liberty to regain my breath and enjoy the sunrise. All round us was a medley of rugged red granite peaks divided by deep cut wadis. There is no running water in this region, but here and there in dark gorges, where the sun never reaches, are large pools which are replenished by the yearly rains. In these gullies and on the northern slopes quite a large variety of small trees and shrubs flourish. From my lofty position the sea was just visible far to the east. Distant shouting informed us that the drive had commenced, and here and there figures were visible on the sky line. It takes a lot to move these ibex, who rely for their safety more on concealment than flight. Not till large boulders have been hurled down almost on to the top of them will they leave their strongholds and make for a less disturbed locality. As the shouting and rattle of falling boulders approached, several heads of goats began to appear and disappear. Some broke herds of goats began to appear and disappear. Some broke back and others attempted to escape on either flank, but the latter were generally turned in my direction by men skilfully posted for that purpose. Quite one hundred and fifty ibex must have passed me on this occasion in herds of from five to thirty, but there was not a single really big head among In spite of the urgent entreaties of my companions, I only shot one buck with horns of thirty inches. During the time I spent in this portion of the range large numbers of ibex passed me daily, but, with the exception of a fine old buck that eluded me, I never saw a really large pair of horns. Having become somewhat tired of this form of hunting, which is not of absorbing interest, and having shot three out of the four specimens allowed on the licence, I paid off the beaters and journeyed southwards in search of a really big head. As luck would have it, the very first evening on the new ground, while camp was being pitched, four bucks were spotted among the rocks above. Seizing my rifle and some cartridges, and without any excitable Seizing native to worry me, I commenced the stalk and was eventually successful in bagging the best which carried a magnificent pair of horns, 44\(\frac{a}{2}\)in. in length. This animal, which stood 30in. at the shoulder, must have been of great age, for the horns, which, in the Nubian ibex, are usually boldly notched, are very smooth for some distance from their base upwards, the knots having been almost completely worn away. As the natives are not allowed to possess firearms, there is no danger of the ibex of the Red Sea Province decreasing in numbers. I have no personal knowledge of them in Egypt, but, judging by the numbers in the Sudan, the limit of four might safely be raised.

SIR EDMUND LODER'S BIG-GAME TROPHIES.

By H. FRANK WALLACE.

IR EDMUND LODER'S collection of big-game trophies is world famed, and all sportsmen will be grateful to him for the service he has done them in allowing many of his finest specimens of African game to be exhibited. A few notes with regard to some of them may not be amiss. First come the hartebeest. A good specimen of the Cama, or Cape, hartebeest (Bubalis cama) is shown. This variety is distinguished by the greatly elongated horn pedicle and the sharply bent horns. The Cama is, for a hartebeest, a handsome animal. Though now practically exterminated in most of the Orange River Colony and in a great part of the Transvaal, in the Northern Kalahari and the desert districts of the Botletli River they

are still met with in considerable numbers. Another rather rare variety is the typical Korrigum (Damaliscus corrigum typicus), or Senegal hartebeest. Sir Edmund's specimen from Lake Chad is about fourth on the list of records, the horns being very massive. The species is found in Senegambia and the interior of West Africa.

and the interior of West Africa.

Following the hartebeest come the Gnu or Black wildebeest (Connochætes gnu), of which Sir Edmund lends the record specimen, measuring, length, 26½in.; breadth of palm, 7½in.; tip to tip, 14½in. This species, the northern range of which was approximately limited by the Vaal, is the true gnu. It is now only preserved through the care of Mr. C. D. Rudd (who also lends an interesting head shot by Roualeyn Gordon Cumming), and other gentlemen interested in its welfare in the Orange River Colony. Its antics and capers have been well illustrated by Mr. J. G. Millais in his "Breath from the Veldt." The rare Situtunga (Tragelaphus spekei) is one of the most interesting of the African antelopes, both on account of its secretive habits and wariness and unique physical characteristics. Sir Edmund has lent the second record of the Western variety (T. s. gratus) from Gabun. This species is sometimes called the western bushbuck. From West Africa (Gambia) also comes a very fine pair of horns of the Senegambian eland, which is also known as the Giant Lord Derby's eland (Taurotragus derbianus typicus).

The short horned races of buffalo (Bos caffer), though not so imposing as the typical species, are none the less



GAZELLA LEPTOCEROS.

interesting, and Sir Edmund shows two characteristic heads from the Cameroons and Gabun. A couple of pairs of Gemsbok (Oryx gazella) horns come very near the record. This beautiful animal, the finest and handsomest member of the oryx family, is easily distinguished from other members of the same group by the size of its horns and characteristic face markings. Though their numbers in South Africa have been sadly depleted, they are still plentiful in the Northern Kalahari. Other members of the Oryx group lent by Sir Edmund are a mounted head of the rare Arabian oryx (O. beatrix), which Mr. Douglas Carruthers is the only Englishman to have shot, and the record Addax (Addax nasomaculatus), length, front curve, 39 5-16in., straight, 34½in.; circ., 5½in.; tip to tip, 18½in. A peculiar characteristic of this animal is its very wide and shallow hoofs, which almost resemble those of the reindeer.

The horns of the beautiful Impala (Æpyceros melampus petersi), one of the most graceful of the smaller antelopes, do not in Angola attain the wonderful development that they do in East Africa. The specimen exhibited, though appearing small in comparison with the record heads recently obtained by Mr. J. G. Millais, are nevertheless exceedingly good for this locality. Only one other specimen mentioned in the Sixth Edition of Rowland Ward's records surpasses it. The Dama, Mhoor or Addra gazelle (Gazella dama) is the largest of this genus. Sir Edmund exhibits a fine pair

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is labelled Burberrys. of horns from Lake Chad. A most interesting series of horns from Algeria are those of the gazelle named after himself, Loder's gazelle (Gazella leptoceros). They



ORYX GAZELLA.

Loder's puku (Cobus vardoni loderi) is known only by the skull shown at the exhibition The horns are exceptionally massive (length, 21in.; circ., 8in.; tip to tip, 8\frac{1}{4}in.). The rare North African red deer



ADDAX NASOMACULATUS.

show great variety, ranging from a long, straight form, almost like a Thomson, though a form resembling a miniature Grant, to a widely spread head which is not unlike a tiny Roberts gazelle. The Edmi, or Atlas gazelle Gazella cuvieri), a similar species, is represented by the record pair of horns from Algeria (14\{\frac{1}{6}\)in., 5\(\text{in.}\), 3\{\frac{1}{6}\)in.). It is found in the mountains of Morocco, Algeria and Tunisia. Sir Edmund also exhibits a pair of horns of a female. Other gazelle lent by him are Speke's gazelle (G. spekei) from the plateau of Somaliand (a head lent by Mr. A. H. Straker shows the curious

"flabby corrugated elevation of the pose

TRAGELAPHUS SPEKEI GRATUS.

plateau of Somanianu (a nead serious Mr. A. H. Straker shows the curious "flabby corrugated elevation of the nose skin"); the record pair of horns of Pelzeln's gazelle (G. pelzelni), 14in., 4½in., 45-16in., the species which inhabits the lowlands of Somaliland. This variety is slightly larger than the former without the loose nose skin. The Aoul, or Sœmmering's gazelle, also comes from Somaliland (G. sœmmeringi berberana), while the Peters' (G. sæmmeringi berberana), while the Peters' variety of Grant's gazelle (G. granti petersi), with its straighter and shorter horns than the typical form, comes from the coast districts of East Africa. Of this species districts of East Africa. Of this species and the gerenuk or Waller's gazelle (Lithocranius walleri), Sir Edmund lends specimens which rank third in the list of Rowland Ward's research Rowland Ward's records. Sir Edmund, by the by, is delighted with the manner in which his trophies have been hung by this firm, and the other exhibitors are equally this firm, and the other exhibitors are equally well pleased, as is also the committee. Lastly comes the Dorcas gazelle (G. dorcas), from the plains of Morocco, Algeria, Egypt, Palestine and Syria, and, to the south, to Nigeria and the Sudan. Of this species also Sir Edmund lends an interesting series of horns from Algeria and Kordofan, including the record for the former locality (13¼in., 4½in., 2in.).

(C. elaphus barbarus) is represented by the record specimen (length, 38\forall in.; beam, 5\forall in.; points, 6 + 5in.) This species is nearly allied to the Corsican red deer, which is somewhat smaller. The bay tines, as in Sir Edmund's specimen, are generally absent.

Other interesting exhibits are the horns of a white rhinoceros (Rhinoceros simus) with the greatest recorded circumference

(30%in.); a skull and very fine pair of wart-hog tusks (Phacocerus æthiopicus), and two splendid canine tusks of a Of the smaller antelopes, hippopotamus. Sir Edmund exhibits a Blue duiker (Cephalophus monticola), from Pondoland, a record pair of horns of Harvey's duiker (C. harveyi), the horns of another rare animal, Livingstone's suni (Neotragus livingstonianus), which come very near the record, and two skulls and horns of the tiny Salt's Dik dik (Modoqua saltiana). Mounted heads of this species are also exhibited, showing the elongated trunk-like nose which is a characteristic of the species. It will be seen from the foregoing brief summary how great a debt sportsmen and naturalists owe to Sir Edmund Loder for his generosity in lending so many rare and splendid specimens, and how incomplete would the exhibition have been but for his generous

assistance.

A cable was received from Mr. G. Blaine, who is at present in Sierra Leone, placing his magnificent collection of African trophies at the disposal of the committee. Unfortunately it arrived too late to enable them to take full advantage of his generous offer. Two Roan heads are exhibited by him, but visitors to the exhibition will regret not being able to inspect his beautiful Giant eland and fine Leucoryx, in addition to other specimens. other specimens.

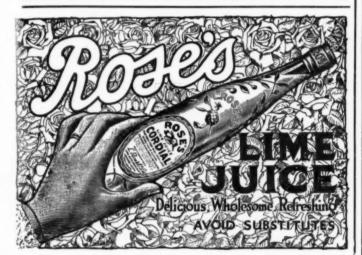


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GOLF IN THE ARMY.

is hard to say when golf first began in the Army. its infancy there must always have been a few officers, Scottish by nationality, who pursued the game they had learnt as boys, where and whenever opportunity offered. In any case, it will not be wide of the mark to identify its origin with the appearance of a few rough holes round the grounds of the Royal Military College, Camberley. These were laid out in the autumn of 1889, by the late F. G. Tait when a cadet, and it is pleasant to think that golf in the Army and his military life began together; for as an officer in the Black Watch he twice became amateur champion and undoubtedly the greatest golfer the Army has ever had. During the next few years Army golf remained in rather a dormant state, though the seeds thus sown were surely,

if slowly maturing.

It is worth recording six foursomes which Mr. Tait and Captain W. MacFarlan played against Bob and Archie Simpson. These two professionals, brothers and clubmakers, made a particularly strong combination over Carnoustie, their native links, so that the result of the contest-three wins to native links, so that the result of the contest—three wins to cach side—was a very fine performance on the part of the amateurs. The Boer War checked any further progress in Army golf, but with peace and the rubber-cored ball coming, as it were, hand in hand, the game enjoyed an immediate and world-wide popularity. It evidently included the Army, for the Times of June 7th, 1904, reads as follows: "Preparations for the Army Cup are now almost completed." This cup was given by Captain Balfour, of the Highland Light Infantry, as an Inter-Regimental trophy, open to regimental teams of four playing singles and deciding each match by holes. It has been played for annually at St. Andrews, Hoylake, Sandwich, Deal, Rye, Woking and Stoke Poges, and up to date has, with one exception, been were by a Scotch regiment. In rough the meeting was enlarged won by a Scotch regiment. In 1911 the meeting was enlarged by the addition of a thirty-six-hole medal competition for the championship of the Army. During 1912 matches were played between the Army and Stoke Poges, Mid-Surrey, Oxford University and the Oxford and Cambridge Society. These were so successful that it was evident an Army Society on the same lines as that of Oxford and Cambridge was not only a growing need, but, in addition, offered great possionly a growing need, but, in addition, offered great possibilities. Accordingly, a meeting was held at Deal in April, 1913, and as a result the Army Golfing Society came into existence. The object is not only to encourage golf in the Army, and in its highest form, but also to enable officers who have retired to keep in touch both with each other and with those still serving. To this end matches are arranged with those still serving. To this end matches are arranged with other clubs and societies, and individual members, on notifying the hon. secretary, can organise sides of their own. The society now numbers one hundred and forty, of which thirty-eight are original members. Lieutenant-Lieutenant General Sir Arthur Paget is the president, Captain Cecil Hutchison the captain and Mr. Nicholls (5th Fusiliers) the hon. secretary. A very strong side can now take the field, and some day it is hoped to have matches against Scottish, English and Irish international sides.

As in military affairs, the Aldershot command is the headquarters of Army golf. It has its own links at Cove, while within reach of its various units are such courses as Camberley Heath, Sunningdale, Bramshot, Fleet, Woking, West Hill and Worplesdon. In the Eastern Command, West Hill and Worplesdon, the headquarters of the com-West Hill and Worplesdon. In the Eastern Command, Eltham is nearest Woolwich, the headquarters of the command. The 11th Brigade have a course at Colchester, and Frinton is only ten miles off, with Woodbridge or Felixstowe suitable for week-ends. The 10th and 12th Brigades, at Shorncliffe and Dover respectively, besides local courses, share the wonderful golfing country between Sandwich and Rye. The Southern Command is, on the whole, badly off, for there is only a nine-holes course at Tidworth, and no good links near by. At Plymouth the United Service Club has links near by. At Plymouth the United Service Club has an eighteen-hole course, and though there are several round as in the case of Portsmouth, they are not easy to reach, as in the case of Hayling Island, the best course in this district. In the Irish Command the Dublin troops are splendidly placed, for Dollymount, Portmarnock and Malahide are within a few miles. Elsewhere in Ireland the conditions are not so good, though courses exist at the Curragh, Cork and Fermoy. At Belfast are several links, and from here Newcastle, County

Down, a beautiful course, is only two hours distant.

As for the London district, it speaks for itself. In the
Northern Command there are, of course, golf links at

Lichfield, York, Leeds and Sheffield, but Ganton is by far the best, and it is here that Mr. Tait had the wonderful score of 70 playing with a gutty ball. The Scottish Command could not be better off. Equally lucky is the soldier who golfs from Chester, the headquarters of the Western Command, for he has Hoylake, Wallasey, Formby and Lytham St. Anns to choose from, and even the exile in the Channel Islands finds good golf in Guernsey, and in Jersey the links that bred Harry Vardon.

The great majority of golf clubs are most generous in their treatment of soldiers, not only in the conditions of membership, but also in the hospitality they invariably extend to Army teams. Indeed, but for this, Army golf would never have reached its present flourishing condition, and it owes its various hosts a real debt of GUY C. CAMPBELL.

EDGAR'S FIRST CHAMPIONSHIP.

BEFORE Edgar had actually succeeded in winning the champion-ship of France, I wrote the following comment on his play which may be worth retaining as an early impression: The first day's golf was be worth retaining as an early impression: The first day's golf was extremely interesting. The weather was almost ideal from the spectator's point of view—bright and sunny, with a good breeze that brought out all the best qualities of the players. Perhaps the players may have thought it just a trifle too testing; those who began at eight o'clock in the morning in a driving rain must certainly have been of that opinion. The feature of the first day was the brilliancy of Edgar. Taylor we know and Vardon we know, but only those who have watched golf with some assiduity knew what a fine player was this big, broad-shouldered young man from Northumberland. It is just because he is big that Edgar ought to do great things. There are many beautiful golfers among the professionals of whom one can safely prophesy that they will never quite do it, because they are pigmies compared with giants like Braid or Ray. But Edgar has plenty of strength and length and a fine style, and should go far. As to the great men, Vardon's first round was for fourteen holes, a miracle of grace and accuracy. Then he let three shots slip at three consecutive holes, and even so he took 71. In the afternoon he had an attack of putting disease for a few holes, and two bunkers at the seventeenth, and both Taylor and

Williamson, who played the perfection of mechanically steady golf, backed, up by admirable putting, passed him temporarily in the race.

Edgar continued to play magnificent golf, and ended an easy victor with a total of 288, made up as follows: 71+74+70+73=288. Harry Vardon was runner-up with 294, and was closely followed by Ray and Taylor. Mr. H. D. Gillies won the President's Trophy for the best amateur score with a total of 274 77 174 774 774 775

score with a total of 77+77+74+72=300.

THE FOURTH COURSE AT ST. ANDREWS.

Last week saw the opening of the fourth course at St. Andrews. In October last we published an account of the course, written by Mr. H. S. Colt, who designed it. He described the greater part of the course as consisting of "ideal golfing country"; as to the rest of it, it is by no means dead flat, at d Mr. Colt added, "If the existing undulations be accentuated and rendered bolder, interesting and exacting holes can be made to test the most skilfur player." The strip of golfing territory at St. Andrews looks so narrow that bolder, interesting and exacting noise can be made to test the most skiller player." The strip of golfing territory at St. Andrews looks so narrow that it seems hard enough to understand how the old course and the new course, and the ladies' and the "jubilee" and the children's putting green can be squeezed in. Yet another course appears an impossibility, but we are apt to forget altogether the country on the other side of the Elysian Fields, even though we have sliced balls there over the wall. This and the country beyond the railway, in fact, afford plenty of room for a full-length course. The first tee is close to the famous station master's garden, so that the new course is really a little nearer to the town than what we may now have to call the

THE LATE LORD WEMYSS.

The late Lord Wemyss, whose death will be deplored by many who did not know him personally, as well as by an immense circle of friends, was one of those men who are remarkable for a very original quality of mind and outlook, setting them rather apart from their fellows even in a society of equal distinction. In England he played a considerable part, though he never played anything like a scratch game, in the development of the Scottish pastime in the South.

LORD WEMYSS' "UNIONIST."

Lord Wemyss was actually the inventor of a golf club named "The Unionist," so called by himself because, as he claimed for it, it did not cleave territory asunder—did not excise divots. To the day of his lamented death, at almost ninety-six years of age, he never quite forgave me for writing in "Hints on Golf" that it behoved a man to take out a divot with his iron playing the approach stroke. He had been reared in the gentler manners the "baffy," and his "Unionist" was a round-soled club, with which he asserted that it was impossible to cut the turf. It was said of him that on his own course of Kilspindie, close to Gosford, he peremptorily forbade the use of iron clubs, except for playing out of difficulties. The unfortunate golfer might plead that it is his common lot to be in difficulties—that every stroke is a difficulty. But I hardly think that Lord Wemyss ever did exercise quite such autocratic powers as this, though it would have been just a little characteristic of him had he done so. The present Lord Wemyss has always been a most keen golfer, though never so effective as his brother, Mr. Evan H. G .H.

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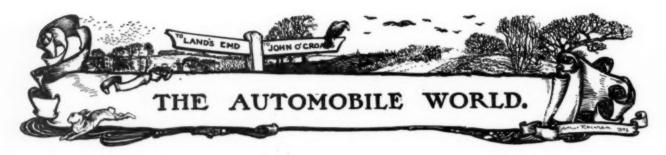
are subtly distinctive. They possess a flavour and aroma entirely their own. They tempt you to take one more—and one more. And yet they are the cigarettes which you may smoke continuously without a suspicion of "throatiness." The secret is in the exclusive growths of leaf which are reserved and secured at great cost solely for 'Lucana' Cigarettes.

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RANDOM COMMENT.

VER since the earliest days of the automobile movement the complaint has been made against the motor vehicle that it causes more damage to road surfaces and foundations than the horse vehicle which it replaced. At first the complaint was chiefly levelled against the fast-running and comparatively light private motor car, whose tires were said to suck the binding material from water-bound macadam and thereby hasten the formation of pot holes and cause a general deterioration of the surface. More latterly, the motor omnibus and the commercial motor have por noies and cause a general deterioration of the surface. More latterly, the motor omnibus and the commercial motor have received the chief share of abuse, and an agitation is growing in favour of such types of vehicles making a special and direct contribution towards the cost of road upkeep. That the burden of road maintenance might be more equitably distributed than is the case

at present hardly admits of doubt, but the problem is one that should tackled as a whole and not piecemeal by giving this or that authority power to levy special tolls on particular types of vehicles, as is proposed in Bill now before Parliament for authorising the new
Western
Road out of
London. Open to the same objec-tion are the objecrepresentations recently made to the President of of the Local Government Board by the County Councils Associathat heav vehimotor cles and traction engines should pay should pay special fees to the highway authorities for the use of the roads.

the crying needs of the present age is reform in our methods of road adm i nistration, and it would

merely complicate the present patchwork system to grant special powers over special vehicles to local authorities. What is required in the first place is to settle the principles which should govern the incidence of taxation for road maintenance. The present system undoubtedly works hardship, as when, for instance, the ratepayers in a given locality have to pay heavily for the wear and tear caused by a large volume of through traffic from which they derive very little benefit. In the old days traffic was mainly local in character, and there was no hardship in the rate-payers of a district being required to maintain roads used almost entirely by themselves. Nowadays, long distance through traffic forms a large proportion of the whole, and the minute sub-division of responsibility for road upkeep results in an unfair burden being placed upon many districts. This is one of the numerous arguments in favour of a central system of administration and a central fund, two reforms which have been earnestly advocated for years past by nearly everyone who has devoted attention to the road question.

Even when the necessity for centralisation has been admitted, there still remains the question of the distribution of the burden of maintenance. Ever since the roads were freed from tolls the cost of maintenance has been divided—if we except the small

special contri-butions from owners of pri-vate carriages -between the local ratepayers and the State; in other words, the inhabitants in any given district have paid for their own roads with the assistance of a contribution from the general taxpayers of the country. Latterly the principle of a special contribution from a special class of road user has been adopted by the imposi-tion of the petrol duty, a tax which hits most heavily the owner of the private motor car, who pays 3d. per gallon as against the 1½d. payable on spirit used for commer-cial vehicles. The proceeds of the tax are devoted, how-ever, not to the maintenance of the roads, but are employed, through the agency of the Road Board, for effecting improve-ments in the roads which the coming of the motor vehicle has rendered



Dr. C. Donkin.

AT ABINGER HAMMER, SURREY.

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necessary.

It is now proposed to carry the principle further by taxing directly the owners of certain classes of motor vehicles for the actual maintenance of the roads. Before this is done it would surely be wise to consider whether the principle itself is a just one, and, if so, on what basis the contribution of the vehicle owner is to be assessed. As

Grand Prix

Automobile Club of France

won

Continental

1. Lautenschlaeger (Mercédès) on Continental

2. Wagner -(Mercédès) on Continental

3. Salzer -(Mercedès) on Continental

Not having lost confidence in the quality of our goods, we still take part in Races, and have demonstrated to the Motoring World the Superiority of Continentals over others in the World's Greatest Motor Race. The strain the tyres were subjected to cannot be compared with any race which took place in England or any other country this year.

The "TIMES," July 6th, says:-

The "TIMES," July 6th, says:—

"Both Boillot and Goux, the two French
"representatives who did best, were handi"capped by the time lost in stopping to
"change tyres. Boillot stopped six times and
"Goux four times, while Lautenschlaeger,
"Wagner and Salzer each only stopped once.
"The Mercédès cars were all equipped with
"CONTINENTAL tyres." (The others
were not.)

The "DAILY TELEGRAP!I," July 6th, says:—

"The regularity of the behaviour of the three winning Mercédès was remarkable, and the behaviour of the CONTINENTAL tyres that shod the winners was splendid, as the team stopped less for changing wheels than any of the others."

THE CONTINENTAL TYRE & RUBBER CO. (GREAT BRITAIN) LTD.,

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regards the former point, there are many arguments that can be urged against a direct tax on locomotion, but the whole trend of public opinion seems strongly in favour of the actual read user contributing directly towards road maintenance, and it is probable that in the future a larger proportion of the burden will be placed on his shoulders. What does seem unfair is that there should be any differentiation between one method of traction There can be no justice in a system which taxes



A SHEFFIELD-SIMPLEX AT THE MONASTERY OF ST. ALBANS.

the owner of, say, a motor tricycle used for delivering small parcels and takes no toll of a heavy pair-horse van. There is something to be said for demanding from the former a contribution towards improvements which the speed of his vehicle has rendered necessary, but nothing for making him pay directly for road repairs, and letting off scot free the far more destructive horse vehicle.

horse vehicle.

The principle of direct contribution, if applied at all, should be applied universally, and the amount of the contribution should be based upon the damage to the roads caused by the vehicle, irrespective of the method of propulsion employed. For motor vehicles a petrol tax seems as good a method as any other of roughly assessing the contribution, and in this correction it may be resisted out that there no longer. method as any other of roughly assessing the contribution, and in this connection it may be pointed out that there no longer seems any good reason why the commercial vehicle should be granted a rebate of 1½d. per gallon. Some method would have to be devised, however, for placing steam propelled and horse drawn vehicles on the same footing as those which use petrol for fuel. At present they contribute little or nothing directly to the maintenance or improvement of the roads, and the same advantage maintenance or improvement of the roads, and the same advantage is enjoyed by vehicles which employ paraffin and other fuels which, up to the present, have not received attention at the hands which, up to the present, have not received attention at the hands of the Excise authorities. A little encouragement for home-produced fuels is, doubtless, wise, but if vehicle owners are to be called upon to share directly in the upkeep of the roads of the country, it is obviously only fair that in the end all should be placed upon the same basis of contribution.

Another matter which has a direct bearing upon the question

of road maintenance is the limitation of the size, speed and weight of the vehicles which are to be entitled to use the roads. It is obvious that there must be some limit to the loads which road crusts and foundations should be called upon to withstand. Few people who have watched the traction engine traffic upon even the best of our main roads will be disposed to deny that the reasonable limits are frequently exceeded. The President of the Local Government Board, answering a present departation from the local highway authorities of the The President of the Local Government Board, answering a recent deputation from the local highway authorities of the kingdom, proposed that a Technical Committee should review the existing regulations relating to weight, wheel dimensions and other matters. The sooner the subject is taken in hand the better, as there can be no question that an enormous amount of damage is being done daily by vehicles which should never have been allowed on the roads at all. They leave behind them a trail of destruction, especially in wet or frosty weather, obstruct the highway in a totally unreasonable manner and are a constant the highway in a totally unreasonable manner and are a constant menace to the safety of all other forms of traffic. It is unfair

to the surveyors who are responsible for the condition of the roads, to the ratepayers who have to pay for their upkeep, and to road users generally, that such monster road machines should be legalised, and it is to be hoped that Mr. Samuel's Committee will quickly tackle the question. When the limits of weight, suitable wheel dimensions and, it is to be hoped, restrictions as to size have been finally settled, the road surveyors will know the conditions they have to meet, and there will be less excuse than there is at present for poor surfaces and brokendown foundations. The motor omnibus comes in for a large amount of abuse (which, curiously enough, is seldom directed against the delivery van), but in certain states of weather a big traction engine hauling a couple of heavy trailers will do as much damage to a road in a single day as a whole service of omnibuses will cause in a month or more. omnibuses will cause in a month or more.

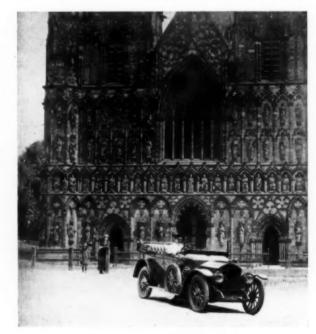
THE GRAND PRIX MOTOR RACE.

THE GRAND PRIX MOTOR RACE.

THE Grand Prix of the Automobile Club de France, run on Saturday last in the neighbourhood of Lyons, resulted in an overwhelming victory for the Mercédès cars, which have thus regained the pre-eminent position in the racing world which they held for so long in the opening years of the century. Thirty-seven cars started on the 470 miles race, which consisted of twenty rounds of a circuit, roughly, twenty-three and a half miles in length, and only eleven finished, the first three places being secured by Mercédès cars, driven by Lautenschlager, Wagner and Selzer respectively. A Peugeot, driven by Goux, was fourth, Resta's Sunbeam fifth, the order and names of the remainder being Nagant, Peugeot, Delage, Schneider, Opel and Fiat. These bare results, however, give no indication of the keenness of the struggle, the issue of which was in doubt up to the very last round. The contest, in fact, was one of the most interesting and hardest fought in the history of motor racing, and the English motorists who made the long journey to the Lyons circuit were well rewarded for their trouble. Lyons circuit were well rewarded for their trouble.

In the first lap Seiler, on a Mercédès, made the fastest time

and gradually increased his lead till at the end of the fifth lap he was three minutes ahead of Boillot, on a Peugeot, who was he was three minutes ahead of Boillot, on a Peugeot, who was next in order of elapsed times. During this period of the race Duray, on a Delage, was running a very close third, and for the first four rounds Resta, on the Sunbeam, was only a few seconds behind. Close on the latter's heels was Lautenschlager, on the second Mercédès, with Goux, on a Peugeot, and K. Lee-Guinness, on the second Sunbeam, well up in the running. second Mercedes, with Goux, on a Peugeot, and K. Lee-Guinness, on the second Sunbeam, well up in the running. In the sixth round a change came over the race. Seiler disappeared, and Boillot took the lead, closely followed, however, by Lautenschlager, with Duray, Goux, Lee-Guinness and Wagner (Mercédès) next in the order named, Resta having fallen back to ninth place. For the next eleven laps Boillot maintained his lead, but Lautenschlager was never more than two or three minutes behind, and at the end of the seventh round only 14sec. separated them. Wagner, too, was slowly creeping up, and



12 H.P. ROVER AT LICHFIELD CATHEDRAL.

Salzer also, on a Mercédès, had taken a prominent position since the tenth lap. Goux, on the second Peugeot, had been running third or fourth for some hours, so that the issue clearly lay between the French and German cars. In the eighteenth round Lautenschlager took the lead from Boillot to the extent of 33sec., which he increased to 1min. 7sec. in the penultimate lap. The pace was evidently too hot for the Peugeot, which broke down in the last round, thus giving the first three places to the

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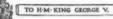
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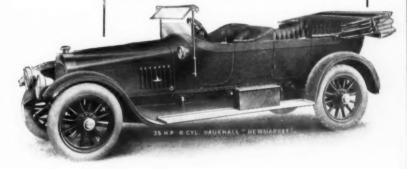
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Mercédès, Goux being a good fourth, and Resta a fair fifth hamin. behind the Peugeot. The winner's time for the 470 miles was 7hr. 8min. 18sec., which works out at an average which works out at an average of about sixty-four miles an hour, a pace not as high as might have been anticipated considering the ample width of the course and the absence of anything in the nature of steep hills. The Mercédès racers have a bore of 93m.m. and a stroke of 164m.m., and, following the practice now almost universal for racing engines, the valves are arranged overhead. The dimensions of the Peugeots are 92m.m. by 169m.m., and of the Sunbeams 94m.m. by 160m.m., and in both these machines the valves are duplicated. The Mercédès were fitted with Convalves are duplicated. The Mercédès were fitted with Continental tires and the Sunbeams and Peugeots with Dunlops. Front wheel brakes were fitted to the Peugeots, and appeared to behave in a perfectly extractory management. fectly satisfactory manner and greatly facilitated slowing down at corners. Rudge-Whitworth wheels were used on all the cars which finished.



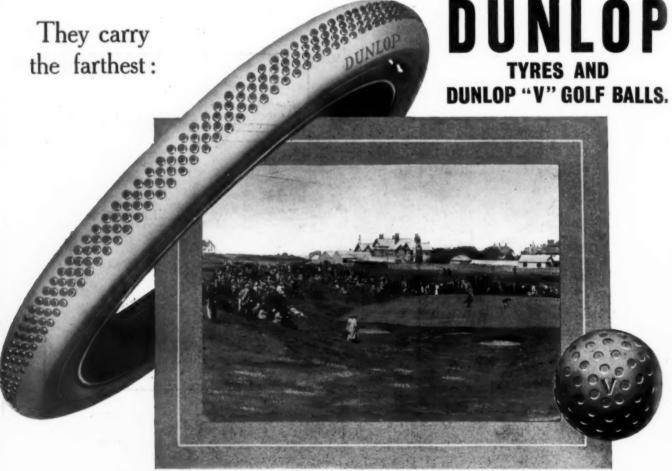
THE MOTOR GRAND PRIX.

Porporato on a Nazzaro, followed by Boillot on a Peugeot.

AN ACCIDENT AND A WARNING.

A carbonised engine, a steep hill, a stoppage in the radiator overflow pipe and a prudent chauffeur—these were the causes of a somewhat curious accident recently witnessed by the writer. It happened in this way: A six-cylinder car of a well known make had brought a party to visit a cathedral which stands at the top of a hill not extraordinarily steep or long, but enough so to make most engines fairly warm under usual circumstances. In this case the car carried a heavy body and the engine was dirty inside, as mentioned above, so that a large amount of heat was generated in climbing the hill, and after the passengers had alighted the chauffeur, being a prudent man, decided to investigate the level of the water in the radiator. It

should be mentioned that he had only recently taken charge of this car. The cap being nearly unscrewed, the passers-by were startled by what appeared to be a violent explosion from the car, the cap being blown right off and a stream of boiling water spouting up some four or five feet, splashing all over the body of the car and scalding the chauffeur's hands, even though he had, fortunately, kept on his gloves. The effect will be imagined when it is said that about half the total amount of water in the radiator had been blown out. The overflow pipe from the radiator had evidently become stopped up by some from the radiator had been blown out. The overnow pipe from the radiator had evidently become stopped up by some means, and so effectually that the radiator was able to withstand a pressure which must have amounted to a good many pounds per square inch and to act like a boiler. It is evidently advisable to examine these pipes occasionally.



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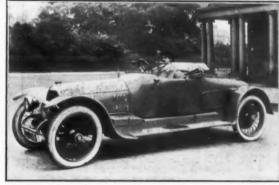
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(Signed) R. Dickinson, Esq., Budleigh Salterton.

COMPLETE £200

The Hillman Motor Car Co., Ltd. COVENTRY.

SOME EXPERIMENTS WITH TRIPLEX GLASS.

The remarkable toughness of Triplex Safety Glass, which The remarkable toughness of Triplex Satety Glass, which is being widely adopted for motor-car windows and screens, was recently demonstrated in some severe tests carried out with an Army Service rifle and ammunition at Lord Stanhope's private range at Chevening Park. Triplex glass, we may remark, is built up of two sheets of plate glass with a layer of xylonite between them which prevents the actual fracture of the glass,



TRIPLEX GLASS AS A TARGET The effect of six bullets fired from a Service rifle at a range of 50 yards.

although the sheet will crack when subjected to a violent blow. This pro-perty, of course, is of the greatest value for motorcar use, as ex-perience has shown that a has large proportion of the injuries caused in accidents results from the breakage of the plate glass used in windows and wind screens. The experiments in question were mainly directed to illus trating the utility for a variety of pur-poses of a thicker kind of ex glass that em-Triplex than ployed

motor-cars and known as the Bi-Triplex variety. A bullet fired at a range of 300yds. at a sheet 11 in. thick only penetrated the first thin layer of glass 1-10in. thick, the intermediate and back sheets being merely cracked. Similar A bullet the intermediate and back sheets being merely cracked. Similar results were obtained from a sheet rain. thick, and a bullet fired at the same range failed to penetrate even a rain. sheet. These powers of resistance would seem to make the Bi-Triplex glass of considerable use for look-outs in the conning towers of war vessels and for portholes, deckhouse lights and screens of various sorts for naval and military purposes. Another important property possessed by the glass is that, however badly cracked, it still remains airtight and watertight. The rifle-firing experiments were continued with a piece of ordinary quarter-inch Triplex glass. In this case the range was 50yds., and the result of six shots is shown in the accompanying illustration. Each bullet drilled a clean hole about the size of a 3d. piece, but the strength of the glass as a whole did not appear to be affected. ITEMS. ITEMS.

Mr. Radley's Rolls-Royce, which achieved such a brilliant performance in the Austrian Alpine Tour, was fitted with Dunlop tires. Dunlop tires and detachable wheels were also used on the Minerva driven by de Jong, who was awarded the cup offered by the Austrian Ministry of War and the cup for the foreign car which made the best performance in the hands of a member of one of the recognised automobile clubs.

A novel scheme of direction signs for aviators has been proposed at the Congress of the League of International Touring Associations now being held in London at the invitation of the A.A. and the C.T.C. The idea consists of painting on the top of every gasometer a large arrow pointing north, and an index letter and number indicating the county and the town or village. It was agreed to give every assistance towards carrying the

agreed to give every assistance towards carrying the scheme into effect.

scheme into effect.

In the Austrian Alpine Tour three firms—Minerva, Audi and Laurin-Clement—qualified for the Wanderpreis, the trophy offered for the car obtaining the highest possible number of marks in the last three contests. The two last cars being manufactured in Austria, it has been decided that the original trophy shall remain in the possession of the Automobile Club of Austria with the name of the three winning firms engraved upon it. Three replicas are to be made and presented to the three firms named.

The Royer Company are exercising their option to redeem

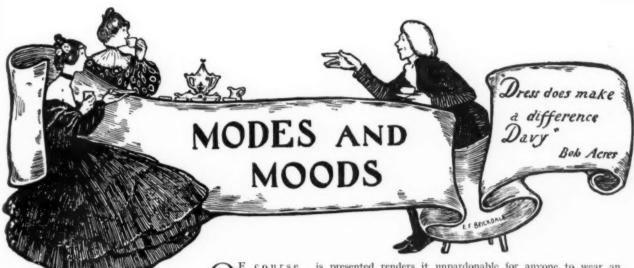
The Rover Company are exercising their option to redeem their total debenture issue of £50,000 which will be paid off this month at a premium of 5 per cent. This will leave the company with an ordinary share capital of only £138,668 and no prior charges.

no prior charges.

Contrary to what appears to be the general impression, the use of plantation rubber in tire making is no new departure. Its valuable properties have long since been demonstrated by road and track experience, and it is probable that at the present moment the Dunlop Rubber Company are the largest users of plantation rubber in the British Empire.

In the Norwegian Reliability Trials, Minerva cars won the Phœnix Cup and also the Summer Cup offered by the King of Norway for the car making the best time without the loss of a single mark.

single mark.



there are

other ivers, but when one talks or writes of the river girl, it is almost irresistible to think of her in connection with the upper reaches of the Thames. This most attractive damsel is very much in evidence as I write, which, to be accurate, is the second day of Henley, where she is looking her fairest and most attractive in the ideally cool summer frocks it has been ordained by a merciful modistic Fate shall prevail. It is, however, impossible not to regret the still too tight under-skirt, although sufferings are mitigated somewhat by the shortness of these pupes. That this means a lavish display of ankles goes without saying, although there is small need to cavil over that effect, in view of the extraordinarily dainty shoes and hosiery now in vogue.

The immense improvement in cut and general appearance of white shoes was brought home to me with particular vividness as I watched one graceful wearer after another boarding Instead of the old-time slab houseboats, launches, punts, etc. of a foot, once rather amusingly likened to a poultice, there were neatness, trimness and shapeliness, enhanced by the now almost invariable heel; and whenever the accompanying gown justified their adoption, I noticed the great favour bestowed on a pale grey or biscuit suède. The latter looked especially well in conjunction with the pretty floral voiles of a delicate beige hue, which may be confidently written down as one of the popular successes at Henley. Indeed, it is just open to question whether the fancy has not been a trifle too popular. Unquestionably the démode is struck in schemes composed of a plain white crépon or linen skirt and that nondescript little coatee, reminiscent of an old dame's bed-jacket, of flowered voile. The sales have perfect shoals of such models, and they are being eagerly acquired by those whom-well! one scarcely looks to for the latest text in dress. On the other hand, voile, flowered or plain, akin with every other material of the moment, has quite a fresh and modish aspect imparted to it under the influence of the long tunic. This of a fact may be regarded as the dominant note of fashion. It has come, and it has conquered, although it has by no manner of means ousted, as some chroniclers of fashion would have us believe, the tiered or flounced skirt. It may, perhaps, be a little personal prejudice, but, with the exception of stripes, there seems a greater chic just now in self colours. Self-coloured voile makes up into a fascinating trock arranged with a long, full tunic, scalloped and embroidered at the hem, as is also the underdress, frequently steadied in such a soft, fine fabric as voile by a deep flounce, the hem of that picking up the scalloped mouvement. Every day there is to be remarked a growing feeling for this flounced under-dress, which provides the most welcome freedom impossible in a shaped skirt. The plissé treatment to which so many are subjected maintains the straightest line the most fastidious could desire, and yet the 'give" is there when called upon.

The long tunic is only a skirt in embryo, and is now an accepted fact. But so long as it requires to be supplemented by an under-skirt, the latter must maintain a slim appearance to throw the hem of the tunic into distinctive prominence. One only realises the subtlety of this handling after going personally into the matter. To prevent an ungainly appearance there are, necessarily, limits to the girth of a tunic, and, as you will understand, the skirt has to be brought into relation with that. It is, moreover, above all things necessary to understand, and that speedily, how the variety of expressions in which the long tunic

is presented renders it unpardonable for anyone to wear an unbecoming style. With certain figures the fulled tunic, whether gathered or pleated, is wholly impossible; no matter how well it is constructed, there will ensue that ugly, thick through appearance that under no circumstances can be accounted



A COOL EVENING FROCK.

elegant. For such gowns the tunic must be added below the waist; in fact, somewhere—the most becoming point having been found—about the bend of the hips; whereas a slim figure would find of the utmost assistance an over-dress not only fulled in at the waist, but also accentuated by several gaugings.

And to return to Henley, one noted yet another improvement in the matter of perfumes. The English taste in this direction used to be, perhaps, a trifle too obvious; but now we realise the value of a mere delicate hint of sweetness. In this connection, by the way, I am in receipt of a free translation—in fact, so free as to be scarcely intelligible—of what was probably a charmingly written account in classical French of the removal of the Magasin de Guerlain from 15 Rue de la Paix, to handsome new premises, 68, Avenue de Champs Elysée. This house of famed perfumes

that the determination to command simplicity of effect and ligne was spreading every day. Everyone in the higher realms of dress are confessing themselves wearied and tired beyond expression of elaborated and muddled gowns; the eye simply craves for distinctive outline, which is arriving on the wings of the normal waist-line, fitted bodices, and sleeves set in at the armholes. In the making, for holiday resorts and the early autumn, are some checked skirts in the inevitable cord material, with self-coloured chiefly Navy coats. The favourite style for these is with a long, free back and short front, which opens on what appears to be a little waistcoat, but which in reality is one of those jolly little waistcoat blouses of piqué and lawn. These blouses have such a jaunty air with their shirt-like sleeves. We have never had quite their like before, and the double end

they serve in providing a waistcoat for an open coat and a blouse causes them to stand out in distinctive manner.

A rose colour and white striped linon de fil, fitted into a white piqué waist and completed by a white piqué coller, has been planned to wear with an ivory serge coat and skill, ivory serge and white piqué is I foretold many weeks back having been brought into close and fashionable alliance. Me 1while the full contrasting sleeve is working out an impressive and elegant salvation in connection with coats and bodices, as will as blouses. Even when a sleeve occurs at all of the bodie material, it is invariably short, and the forepart of the arm covered by an under-sleeve that is carried to and frequently beyond the wrist. Similarly with evening dresses, when there are any sleeves at all, it is required that they may be marked by some distinctive character, as is the case with the pictured original design. This is a cool evening frock of figured ninon, one of the most attractive materials of the year, arranged with a short accordion-kilted skirt, caught in about the hips by a draped sash of charmeuse that is brought from the centre of the décolletage, where it is caught beneath a cluster of roses; while fashioned in one, with a fichu-like corsage, are square wing-shaped sleeves.

The second picture of the week depicts a sports shirt fashioned by the Aertex Cellular Company, 417, Oxford Street, W., of a striped material, one of the firm's own particular porous fabrics. The Aertex Cellular Company work on a scientific basis, which proves that air at rest is the finest possible non-conductor of heat; equally, that air warmed and

equally, that air warnies and surrounding the body is retained for a quite appreciable space of time. And on this hypothesis has sprung the famed Aertex underwear and materials suitable for au dessous of every description, together with shirt blouses, bed linen, etc. No efforts have been spared to bring Aertex Cellular into line with every conceivable demand and individual fancy in the matter of weight and design. The Aertex Cellular sheets are especially commendable, more particularly for invalids and children, since, while providing the protection and comfort of blankets, they have all the lightness and cleanliness of sheets. They are perfection for yachting, since they are impervious to damp weather. This but skims the surface of the store that can be personally viewed at Oliver Brothers, 417, Oxford Street, W., who are the sole proprietors. L. M. M.



THE AERTEX CELLULAR SPORTS SHIRT.

has apparently once again prepared a shrine of fine artistic character for the goods they purvey that, it is premised, will remain as the old abode dating from 1841—a thing of beauty and a joy for ever. To inaugurate the change the Guerlain authorities have brought out a new perfume, which is entitled Les Champs Elysée, for which there is predicted as great a vogue as its predecessors, Rue de la Paix, Vague Souvenir, Kadine, Après l'Ondee, etc., each one of which is distinguished by an original and distinctive cachet.

Couturières on every side are hugging themselves with delight over the fact that cut is again going to count. I was talking to a great authority the other day, or rather the authority was talking to me, and he inferred beyond any question of doubt

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AGRICULTURAL NOTES

SOME NOTES ON THE ROYAL SHOW.

HE conversation heard in railway trains and hotel smoking-rooms afforded very high testimony to the excellence of the Show this year. A great breeder of livestock told us that he had been unable to tear himself away from the living things in the Show, that they formed the very best cellection which had ever been got together in the history of the Society; and it was impossible to restrain him from going over the various breeds and classes in explanation and defence of his opinion. Both heavy horses and light horses were most admirably represented, so were the breeds of cattle, the Herefords being perhaps the best, next to the shorthorns, whose preponderance was marked; but the Aberdeen Angus certainly showed no sign of relinquishing the hold it has upon the grazier's attention, and so he went on. Another farmer with whom we got into conversation had travelled a distance of 150 miles to be present. He had never looked at the livestock, had not even gone to see the jumping or the parade, excusing himself that every time when he had made up his mind to give the livestock attention there came a crash of thunder and a terrific fall of rain. Be this as it may, inclement weather had not prevented him from spending the greater part of his time among the machinery. We know him on his own farm, and how keen and zealous he is to have every possible kind of labour-saving appliance at his command. He is not at all of the gushing order of man, and yet he declared that, after an experience of Royal Shows extending to more than a quarter of a century, he had never seen so fine a collection of agricultural machinery. A word ought to be said in this connection in regard to the excellent manner in which it was displayed. The exhibits had room enough, and still the show of machinery was so well together that it was never difficult to find what one wanted. The educational value of this section of the exhibition can scarcely be overstated. Every man nowadays is compelled to employ a certain amount of machinery, and some farmers take

succeed in the object of keeping domestic animals in and intruders out. Curiously enough, the show was weak exactly at those places where we would have expected to find it strong. Take, for example, the division allotted to agricultural, educational and Nature study. In our estimation the best and most instructive show of this kind ever held was that at Norwich. At Shrewsbury it might have been expected that some advance would be made, but we cannot truly assert that this has been the case. Nature-study seems to be followed on lines that can easily become hackneyed, and there are extremely little to note in the way of original ideas of treatment, while the quality of the work done was not up to the standard set by the East Coast Counties. Our Cottage Models and Designs were on view and attracted a great deal of attention and some criticism. They were extremely well shown, and not brought into opposition with other things of a similar kind, so that the spectators had full opportunity of comparing and discussing the various types of cottage, the conveniences prepared, the cost incurred, and the convenience or inconvenience of the little dwellings.

In the multiplicity and variety of the exhibits lies the strength of the Royal Show. Nearly every department is sufficiently strong in itself to attract a very large number of visitors. Take the poultry as an example. Last year was a record year for poultry, and this falls a little short of it in the number of exhibits, but, barring 1913, the entries are the greatest that have yet been

In the multiplicity and variety of the exhibits lies the strength of the Royal Show. Nearly every department is sufficiently strong in itself to attract a very large number of visitors. Take the poultry as an example. Last year was a record year for poultry, and this falls a little short of it in the number of exhibits, but, barring 1913, the entries are the greatest that have yet been made. They show that a continually increasing number of people are concerned in this kind of small livestock. The quality improves annually, and it is very evident that every year after the show poultry keepers revise their lists of stock and do away with those which are not useful, replacing them by some discovery from the Royal. In the produce classes, scope is given for the competitors to show how they excel at the various arts which agriculture necessitates, particularly those pertaining to the dairy. The butter entries show a very considerable advance, and the absolute cleanliness and purity of most of the exhibits show that a great improvement is taking place in the dairies of this country. At the same time, if this part of the work is to be done thoroughly, there ought to be an examination of the butter during the winter months. At the time of year when the show was held cows were out at grass and therefore keeping themselves clean. There is much less chance of contamination when the herd is grazing than there is when it is being stable-fed, and to make sure that the improvement is thorough it would be necessary to repeat the exhibition in winter or take steps for examining the dairies. The competition in regard to cheeses was satisfactory, but the quantity of bacon and hams was very inadequate. Bacon curing, especially at the present prices, opens up a vista

The Mars Emporium

JULY

Society Fixtures include

July 10 Eton v. Harrow

- " 11 Air Race to Paris
- .. 13 Bisley Meeting
- " 16 Smith v. Carpentier
- " 18 The King inspects Fleet
- " 28 Goodwood Races

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"CRAVENETTE" Shower-right but not air-tight; keep you dry in wet weather, cool in warm weather, and warm in cold weather.

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of a very profitable auxiliary to ordinary farm work, and if people are as much interested in it as they ought to be, the number of exhibits would have been very much greater. Here is a direction in which the directors of the Royal can give a lead to those whose work it is their business to encourage

encourage.

The bottled fruits, too, were less comprehensive than they might have been. Some of the new farms, especially those run by women, are making a very great point of preserving fruit and vegetables. Wherever they have a good recipe, and can turn out something peculiar to themselves and of a trustworthy quality, they have no difficulty whatever in selling their produce. The real difficulty lies in making enough of it.

KENNEL NOTES.

RETRIEVER TRIALS NOMINATORS

RETRIEVER TRIALS NOMINATORS.

AST week the draw took place at 84, Piccadilly for the privilege of running dogs in the stakes at the Kennel Club Retriever Trials, announced to take place over Lord Lonsdale's Lowther Castle estates near Penrith, on November 3rd and following days. Of the fifty-seven applicants for nominations in the All-Aged Stakes, the following were successful: Mr. Thomas W. Twyford, Mr. Ernest E. Turner, Mrs. B. Jervoise, Mr. R. R. Ballingall, Viscount Helmsley, Mr. A. R. Buxton, Mr. Maurice Portal, Mr. John Chase, Mr. F. A. Rottenbury, Mr. U. Thynne, Mr. L. Allen Shuter, Mr. H. Lister Reade, Mr. W. S. Fitzpatrick, Mrs. W. M. Charlesworth, Mr. R. A. Ogilvie, Mr. J. B. Neilson, Mr. R. W. Page, the Hon. Mrs. Walrond, Mr. W. Y. Hargreaves and Mr. E. W. H. Blagg. Fifty-nine were desirous of competing in the Junior Stakes, of whom the fortunate twenty were Mrs. A. E. Butter, Mrs. B. Jervoise, Mr. R. D. Matthey, Captain Thomasson, Mr. R. Sharpe, Mr. E. W. H. Blagg, Mr. F. Winton Smith, Mr. W. Rudston Faulconer, Mr. R. Smith, Mr. Lewis D. Wigan, Mr. C. Alington, Major T. B. Phillips, Lord Lucas, Mr. R. G. Heaton, Mr. J. G. Mair-Rumley, Mrs. Allen Shuter, Mr. Robert Paterson, Captain J. H. Dutton, Mr. C. H. Frost and Miss G. F. Walton.

Many well known field-triallers are doomed to suffer disappointment unless nominations should be returned, in which event they will be allocated in the order of the draw. The Duchess of Hamilton and Brandon was unlucky in each stake among the others failing to get a nomination being the Earl of Chesterfield, Lord Vivian, Mr. C. C. Eversfield, the Hon. A. Holland Hibbert, Mr. A. T. Williams, Mr. H. Reginald Cooke, Mr. A. E. Butter, Mr. C. A. Phillips, Sir James B. Dale, Mr. Kenneth McDouall, Lieutenant-Colonel A. J. Hendley, Mr. Peter Clutterbuck, Mr. H. M. Wilson and Miss Crawshay. It will be noticed that Labrador owners are strongly represented, and that golden retrievers will have an opportunity of showing their worth. Two would-be runners of the latter, however, have failed in the draw, and they will have to look to Mrs. Charlesworth's kennel to whold the henced. Charlesworth's kennel to uphold the honour of the breed.

FOX-TERRIER NEWS.

Within a few months of his retirement from a public career Mrs. J. H. Brown's doughty old warrior, the smooth Champion Captain Double, has been laid to rest, an attack of asthma taking him off just before his twelfth year was reached. Although it was computed that he had travelled some twenty-five thousand miles in journeying from one show to another, he kept his form better than most, winning almost up to the last. The statement that he was bred by his late owner is incorrect, that honour belonging to Mr. R. Crawford. He was by Mr. Redmond's D'Orsay's Double ex Cherry B., by St. Leger ex Dareen. As a matter of fact, but for the perspicacity of Mr. Redmond, there would have been no Captain Double. Perhaps I may be pardoned the repetition at this juncture if I have related the story before. This gentleman only consented to sell Dareen to Mr. before. This gentleman only consented to sell Dareen to Mr Crawford on the understanding that she should visit St. Leger. Crawford on the understanding that she should visit St. Leger, and that he should have second choice of the puppies. Mr. Crawford selected a puppy that afterwards did much winning under the name of Captain Coe, and Mr. Redmond's selection was a bitch who afterwards bred a puppy for Mr. H. Ansell that was claimed at eight months old by Mr. Chris Houlker for 150 guineas. A liver-marked puppy was only saved from the bucket by the intervention of Mr. Redmond, who saw in her the makings of a valuable brood bitch. This was Cherry B., dam of Captain Double, for whom, I believe, offers of £500 were made several times.

were made several times.

Rumour has been taking liberties with Miss Lewis' beautiful Rumour has been taking liberties with Miss Lewis' beautiful wire-haired, Champion Wireboy of Paignton. No doubt plenty of our friends on the other side of the Atlantic would only be too pleased to get such an acquisition, but his mistress wishes it to be understood that he is not going abroad. At Bexhill Show I had the opportunity of going over an uncommonly pleasing young dog, brought out by Mrs. Losco Bradley. Cromwell Bantam's Double was new to me, though he had appeared a few days earlier at Taunton, where he beat the rest of the novices. At Bexhill also he led in the two junior classes in which he was entered, and the opinion seemed to be that he is marked out for higher things. At present he is but a haby, having been whelped higher things. At present he is but a baby, having been whelped in October of last year.

A. CROXTON SMITH.



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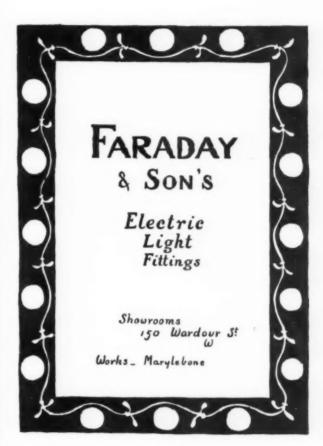
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AND COUNTRY. TOWN FOR

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A SALE of consider-

An Important
Summer Sale.

A SALE of considerable importance, which begins on Monday, July 13th, and continues for one week only, is that of Messrs. Liberty and Co. of Regent Street. Messrs. Liberty are not issuing a catalogue this year; so for the benefit of those of our readers who cannot pay them a visit we will just mention a few of the striking reductions they are making. It should be noted, too, that patterns of most of their materials by they are making. It should be noted, too, that patterns of most of their materials by the yard will be forwarded during the sale as at other times. In this particular branch there are some wonderful bargains, delightful floral muslins and voiles in exquisite designs, and 27in. to 30in. wide, all being reduced to 9d. a yard. For the same sum there are some fine floral flannels, while white Swiss embroidered muslins are quoted at 1s. White Oriental washing silks, ideal material for blouses washing silks, ideal material for blouses and underclothes, start at 1s. 6d., and Chinese wild silks at 5d. more, while Oriental satins, in black or white, 4oin. wide, cost 5s. 6d. Charming blouses of Mythus crêpe, in various designs, may be obtained for half a guinea, while others in voile, silk, lawn, linen and cotton crêpe are greatly reduced. Luxurious jibbahs in hand-embroidered bengaline have been marked down from 6 guineas have been marked down from 6 guineas to £3 5s.; others in cloth and linen, and also a remarkable variety of tunics in net and ninon, have undergone the same reduction. Fashionable cape coats in cloth, with brocaded silk waistcoats, cost £2 15s. during the sale. The beautiful Liberty burnous cloaks in fine cloth, edged with Oriental trimming, start at £1 38., and cool blouse suits, in cotton 38., and cool blouse suits, in co crêpe, guineas, of the instead 31 guineas.

Hull's New Dock IN anticipation (which, Opened by His by the way, was amply Majesty the King. fulfilled) of the tremendous crowds which came

to see the ceremony of opening the new dock at Hull by His Majesty the King, the engineers responsible for the work adopted the most elaborate precautions against mishap. Realising the unreagainst mishap. Realising the unre-liability of any ordinary wooden barrier when subjected to the pressure of a great crowd and the terrible consequences of a breakdown if it occurred near the water's edge, they decided, after careful consideration, to use wire instead. For this purpose they considered that B.C.R. electrically welded oval steel wire fencing was the streament and best material to was was the strongest and best material to use. Accordingly it was erected around the basin of the new dock, across passages where the greatest pressure of the crowd

was anticipated, enclosing forbidden areas, lining the actual avenue down which His Majesty passed on his way to the dock

wherever and whena barrier was necessary: nearly three miles of fenc-ing in all. In the actual event their confidence in BRC Fence thoroughly justified. It provided a thoroughly rigid and unvielding barrier to the crowd, no way obstructing the view. Indeed, so entirely satisfactory were the results that the fence used on the dock quays is now to be re-erected at to be re-erected at various points on t pany's railways ystem.

the Dock Com-THE

designing

An Aviation Trophy.

trophies is a branch of metal - worker's the art which calls for special qualities of imagination and technique if it is to be both commemorative and beautiful, and these qualities have been most fortuitously combined in the striking figure designed and executed by Messrs. Waring designed and executed by Messis. Waring and Gillow, Limited, of 164—180, Oxford Street, W., for the Daily Mail Trophy for the London-Manchester flight on June 20th. It consists of a phænix rising from the flames, surmounted by a winged male figure, bearing in his left hand a laurel wreath and holding aloft a symbolic flame from the phœnix fire in a torch, in his The design is carried out in gold, and stands on a massive plinth of green onyx.

OUR readers A Unique Set of doubtless remember Apostle Spoons. the remarkable set of Apostle spoons sold at Christie's a few

weeks ago, and acquired by Mr. Crichton of Bond Street. These spoons date from of Bond Street. These spoons date from 1592 The figures represented are The Master holding a cross and orb in His left hand, His right upheld in blessing. The stem of the spoon is engraved, "OVR SAVIOUR CHRIST." Next comes St. Peter— SAVIOUR CHRIST." Next comes St. Peter—holding a key in his left hand, the right raised to bless. A knight in armour, with raised visor, is "Kinge David." Judas Maccabeus, wearing semi-classical armour, and holding a shield in his left hand and tilting lance in his right is a corrected. "Type A Moderate of the control of his right, is engraved "Ivdas Habevs," while Joshua. simila MACsimilarly attired and equipped, is describ "Iosva Dvx." Alexander the also in semi-classical armour, and armed



A NEW-FASHIONED BARRIER.

with shield and tilting lance, bears the Magnys"; and ted as a mailed title, "Alexander Magnys"; an Charlemagne, represented as a maile knight with a cloak, is "Carolys Magnys. Hector of Troy is in classical armour, Hector of Troy is in classical armour, when orb and cross in his left hand and tilting lance in his right. Julius Cæsar, in semiclassical armour, has a striking resemblance to Guy of Warwick, who, however, bears an orb and cross in his left hand and a sceptre in his right. "King however, bears an orb and cross in his left hand and a sceptre in his right. "King Arthyr" is a knight in armour with raised visor, and "Qvene Elizabethe," robed, cloaked, ruffed and crowned, carries the same insignia of her Royal estate.

To Commemorate a THE State visit which Royal Visit. Their

was

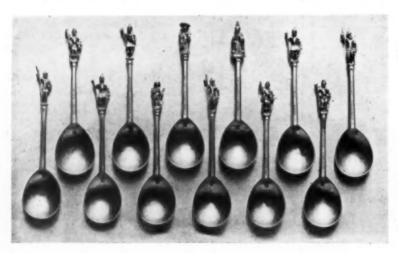
and

Alexandra.

Majesties, companied by Princess Glasgow on Tuesday ry, paid to Glasgow on Tuesday s commemorated for the youngsters, the Corporation presenting boxes of chocolates to between 70,000 and 80,000 school children. On the lid of each box were enamelled portraits of the King and Queen on a red ground, the back ground being of blue, with the Glasgow arms suitably introduced in colours. The order was entrusted to Messrs. J. S. Fry and Sons, Limited, of Bristol, London and Glasgow, appointed manufacturers d Glasgow, appointed manufacturers Their Majesties and to H.M. Queen

WE have just received An Important from Messrs. Hampton and Sons, Limited, Sale.

Pall Mall East, S.W., a catalogue of what is probably the most important sale this famous firm have ever held. Owing to the unrest in Ulster, Messrs. Hampton have transferred to London from their Irish factories their entire stock of handloom linens, and until July 25th will sell their old Georgian and other eighteenth sent their old Georgian and other eighteenth century design table damask at exactly half-price; in other words, £4,500 worth of goods for £2,250. Ordinary damask has also been reduced greatly, and towels, glass cloths, etc., are marked down to almost half-price. White curtains of every description are marked down from almost half-price. White curtains of every description are marked down from 25 per cent. to 30 per cent., while several pairs of real lace and Swiss embroidered net are being cleared at embroidered net are being cleared at half-price; coloured curtains of all kinds have undergone the same treatment. The huge carpet department, of course, teems with opportunities both in made and seamless goods, and here are more good things from Ireland in the shape of deep-piled, hand-made squares of good design and wonderful wearing qualities, at half-price and less. Upholstering stuffs are all marked to clear; wall-papers of every quality are also to be cleared at half-price, and similar prices will be found to rule in both china and glass.



A SIXTEENTH CENTURY VERSION OF THE TWELVE APOSTLES.



the list of foals born in the present year as published in the Blood-stock Breeders' Review, a few late comers may perhaps have to be added, but for all practical purposes it is complete and admirably com-

piled. It supplies, moreover, information of especial interest or breeders, for it enables them to see for themselves the stock-getting capacity of the various stallions in ample time to complete or modify their stud arrangements for the ensuing season. A foal list is annually published by a Messrs. Weatherby, but, as frequently pointed out in these potes, it invariably appears too late to be of any use in the crection mentioned above. As a matter of fact, it is not issued that it another foaling season is in progress, and is, therefore, we little practical use. Be that as it may, if we turn to the turns now placed at our disposal we find, taking first the stallions for whose services heavy fees are paid, that William the Third, by St. Simon out of Gravity, by Wisdom—his fee the gouineas—is credited with one and twenty foals, of which, curiously enough, only five are colts. It may, too, be noted that all save two are bay in colour, the exceptions being a chestnut filly out of Little Goose, herself a "brown," and a chestnut filly out of Veneration II., a "bay" mare. From William the

Third, the only sire standing at a fee of 400 guineas, we turn those sires for whose services a fee of 300 guineas is Bayardo, paid. a hav horse by Bay Ronald out of Galicia (bay or brown) is credited with sixteen foals (seven colts) all "bay" or brown) A Bayardo foal was, by the way, sold for the record price, for a foal, of 3,000 guineas, nor, judg-ing by the manner in which the colt has made his growth, was he dear even at that price. Next of the 300-guinea sires comes Sunstar, a brown horse by Sundridge out of Doris by Loved One.

well, too, his foal list bears examination, for his foals are one and twenty in number, twenty-two in reality, for I happen to know of one foaled in France out of Kreuzbrunn, a mare by Ladas. Thirteen of Sunstar's foals are colts, and nine of them are "chestnut" in colour. Swynford, a brown horse, by John o' Gaunt out of Canterbury Pilgrim, by Tristran, has not done quite so well, for he can only boast of nineteen foals (nine colts), of whom ix, I gather, are "chestnut." Two and twenty foals (fourteen colts), of which eight are "chestnut," one "black," are credited to Willonyx, a brown horse, by William the Third out of Tribonyx, by Gallinule. Lemberg, a bay horse by Cyllene out of Galicia, and so half-brother to Bayardo, seems to have given us only ourteen foals (six colts), of which three are already dead. Under the name of Spearmint, a bay horse by Carbine out of Maid of he Mint, seventeen foals appear (of which six are colts), all being bay or brown" in colour. Polymelus, a bay horse by Cyllene out of Maid Marian, comes out well for he is the sire of three and twenty foals (fifteen colts), of which four are "chestnut."

Radium, a bay horse by Bend Or out of Taia, is evidently a prolific sire, for the returns credit him with just thirty foals (thirteen colts), of which nine are "chestnut." I note, by the way, that among the mares with whom he was mated is Cheshire

Cat, dam of the 3,000-guinea foal by Bayardo; her produce by Radium is, I may add, a chestnut filly. Sunder, a chestnut horse by Sundridge out of Divorce Court, has nineteen foals (ten colts), to five of whom he has transmitted his own colour. Next I note White Eagle, a chestnut horse, by Gallinule out of Merry Gal, by Galopin, not only because of the twenty foals (ten colts) with which he is credited, but also because he is, as far as the season has gone, at the head of the sires of winning two year olds, four winners of that age got by him having won five races amounting in value to 2,842 sovs. I had almost omitted to mention St. Amant, a bay horse by St. Frusquin out of Lady Loverule, by Muncaster, sire of two and thirty foals (sixteen colts), of which eight are "chestnut." St. Amant is too, well up-third-in the list of sires of winning two year olds, for his two winners of that age-one of them is Bambusa-have up to now won 2,382 sovs. in stake money. Another sire with a satisfactory foal list is Earla Mor, a brown horse by Desmond out of Weeping Ash, for he has seven and twenty foals (thirteen

colts), all of whom are "bay or brown." Henry the First, brown horse by Melton out of Simena, by [St. Simon, has given us nine and twenty foals (ten colts), all "bay or brown" but one—a black filly out of Madam Marco. prolific sire is Oppressor, a brown horse by Gallinule out of Moira, by Victor, to whom seven and thirty foals are credited (sixteen colts), of whom six are "chestnut." From these brief comments on the foal list published in the Bloodstock Breeders' Review, I gather that in a good many cases the fashionableand therefore high-



W. A. Rouch.

CANTILEVER.

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priced—stallions of the day are none too sure with their mares. It is, moreover, difficult to avoid coming to the conclusion that the fault must be rather with the horse than the mare, for it is only reasonable to suppose that, in view of the heavy fees to be paid, breeders make a point of sending their best and most prolific mares to stallions of this class, and the average proportion of barren mares—taking them all round—should not exceed one in four, roughly speaking; in other words, of forty mares sent to a horse about thirty should produce a foal, an average not maintained by several of the sires which figure in the foaling list from which I have been quoting.

We may, so many people think, be dancing on the edge of a volcano. None the less, the dance is well attended. Never within my recollection were the Ascot enclosures crowded as they were this year; never has the Eton and Harrow cricket match been fought out in the presence of such a crowd as that which filled Lord's to overflowing last week; and by all accounts this year's race for the Eclipse Stakes will serve as a gathering

Jul

point for such a multitude of spectators that the resources of Mr. Lorraine and his able staff will be taxed as they have never been before. I may, perhaps, add that I hear there is an unprecedented demand for houses and cottages in the neighbourhood of Goodwood. Be these things as they may, what will win the Eclipse Stakes is the question of the moment. Why, I hardly know, for if one comes to think of it, ninety-nine times out of a hundred the object of the query, " What will win?" is to make Now, there is, as we know full well, no such thing as a "certainty" in betting, but it may also, I think, be accepted that for the making of money-by the backing of a winnerthe Eclipse Stakes is not a happy medium. It is possible that there may be what is called a "turn up," but where it is to come from I do not see, still less how to acquire foreknowledge of the long-priced possibility. As a matter of fact, the Eclipse Stakes is very seldom won by an "outsider." winner in 1908, did start at 100 to 8-a very useful price it was so did Surefoot in 1891, but that was quite a long time ago. I have, by the way, reason to remember that 20 to 1 was on offer against Cheers, the Eclipse Stakes winner in 1902. But what about this year's race? There will be, perhaps, some fifteen or sixteen runners, not one of which has, as yet, done anything to establish a claim to rank as a racehorse of the first class. Of the three year olds Kennymore is the best, on form, and will very likely be made favourite in the betting. It does not by any means follow that he will win, for, admitting that he " could, there is a strong probability that his temper may go wrong and that he will not be inclined to exert himself. He was, as we know, "left" when the signal to go for the Derby Stakes was given-it was his own fault that he was "left"-but he either could not or would not make the slightest effort to regain the ground so lost. Then, again, how is he going to get round the right-handed turn at Sandown? From what we have seen of him, he always hangs to the left, and unless he has been cured of that habit it might easily lead to trouble on the Eclipse Stakes course. One way and another, indeed, Kennymore does not look like a promising "short-priced" investment, and "shortpriced" he will probably be. He ought to beat Hapsburg; that much is clear according to the book of form, for Corcyra gave Hapsburg 5lb. and a sound four lengths beating-to say nothing of other beatings-and there is very little difference between Kennymore and Corcyra. None the less, Hapsburg has a good turn of speed, is handy round turns, and is, above all, honest, so that in spite of "form" he might well beat Sir John Thursby's colt on the Sandown course. Of the other three year olds, Evansdale is said to be improving every day; By George! is trained in the Druid's Lodge stable, a fact sufficient in itself to ensure notice being taken of him by a good many people (he has no other claim); Hapsburg ought to be able to give Lanius 3lb.; and, concerning Madame Lemaire de Villers' French-bred colt, Lord Godolphin, I know nothing. The Duke of Portland's four year old Birlingham seems to be steadily improving-he has now won three races in succession—but he has a doubtful leg and may not run. At the time of writing I do not know in what condition Cantilever may be, but he did not run badly in the Princess of Wales' Stakes, and if since then he has done well, he and Hapsburg may play a very prominent part in the race for the Eclipse Stakes. One of them, indeed, will I think win, unless, at the "gate" and from start to finish of the race, everything happens to go exactly to the liking of Kennymore.

TENNIS.

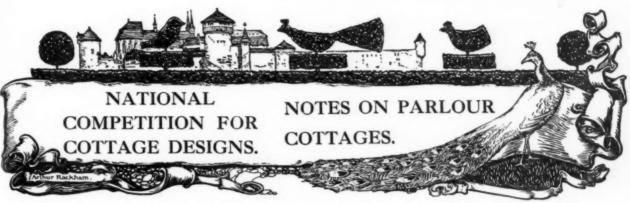
MATCHES AT LORD'S. AST week was an exceptionally busy one at Lord's, for

in addition to the Inter-University matches, two further rounds in the competition for the M.C.C. prizes were played off, while on Friday, the first day of the Eton and Harrow match, there took place a close and exciting exhibition match between Mr. E. H. Miles and H. Lambert, one of the professionals attached to the Lord's court. The Cambridge pair, Mr. H. W. Leatham and Mr. M. Woosnam, were far too strong in the four-handed match for their Oxford opponents. They have played together a lot, and know each other's play to a nicety, which is more than half the battle. Some of their strokes were brilliant in the extreme and their adversaries became quite demoralised at times. Oxford could only win one game in the three sets, though they were a pair who, in ordinary years, would have given quite a good account of themselves; they were unfortunate to run up against so strong an opposition. In the single matches they did better,

Lord Cranborne, in particular, covering himself with glory by the good fight he put up against Mr. H. W. Leatham. The latter player is a rather uncertain quantity. Put him against a player equal to or better than himself, and he is at his best, but when he is playing a match against an opponent whom he expects to beat, he is inclined to take things easily, nor has he the temperament which pushes home a love-set victory against a beaten foe. He was evidently somewhat taken aback by the fine display of return and service which Lord Cranborne produced, and all honour must be paid to the latter for winning one set and making a fine fight in portions of the three other sets. Mr. T. Freeman's quiet style of play and rather deliberate methods stood no chance against the more robust game of Mr. Woosnam, who at one time won 11 games in succession. Still, the Oxford player made a good showing in the third set, in which he secured 4 games, and deserves much credit for not having been entirely bustled off his game by his opponent's extraordinary activity and persistence of return. After the single matches, the Cambridge pair played an exhibition match against the two Lord's professionals, Fennell and Lambert, on level terms, and suffered the first defeat of their career by 3 sets to nil. The professiona played with great judgment, feeding Mr. Leatham's forehand his weakest point, with assiduous regularity and forcin accurately for the dedans down the centre of the court. The amateurs reached 5 all in the first set, but were afterwards ou played, though throughout the match Mr. Woosnam's brillian rolleying and exuberant activity delighted a large and intereste

In the competition for the M.C.C. prizes Mr. J. F. Marsha has been the hero of the week. On Monday, after a long an intensely exciting match, he defeated Captain Price, thereb substantiating the form he showed in the Amateur Championshi at Queen's and reversing that of the Coupe de Paris. Admire of his game must note with pleasure that the unfortunate period in which he defeats himself by putting easy strokes into the net are now becoming rarer and of shorter duration. Captain Price played with all his accustomed skill and steadiness, and on this year's form there seems to be nothing between the two By his victory Mr. Marshall won the right to challenge players. Major A. Cooper-Key, the holder of the Silver Prize, and this match was played in tropical heat on Saturday. Once again were the opponents exceptionally even players. Perhaps Major Cooper-Key was a trifle more certain in return, and his side wall and drop services in the Lord's court of more value than the persistent railroad service of Mr. Marshall. But the latter has the heavier stroke on the floor, and, on Saturday at least, was more accurate in his forces for the winning openings. assets turned the tide in his favour. The first two sets were exactly even, each player winning one at 6 games to 4, but in the third Mr. Marshall asserted a decided superiority. won it at 6 games to 1, and in the fourth set always held the upper hand, though his opponent made a magnificent struggle right up to the end. Mr. Marshall finally won the set by 6 games to 4, and with it the match, and now has earned the right to challenge Mr. Miles for the Gold Prize.

The latter proved that he is in very good form by his play against H. Lambert on Friday. Lambert has had no opportunity of showing what he can do in match play since he won the professional tournament at Manchester, and it is a great pity that he does not get more chances of displaying his undoubted skill. Mr. Miles started very well indeed by winning the first two sets, both of which were closely contested. His style of play, with its incessant forcing for the dedans, is ugly to watch, but it has great match-winning qualities, not the least among them being that of enticing his opponent to try to emulate it. Lambert fell a victim to this trap in the early stages, but did not play that style of game so well as his opponent, whose accuracy with boasted forces for the dedans, especially in the second set, was truly phenomenal. this accuracy disappeared, and with Lambert's return to his own proper floor game, the final result was never in doubt. Mr. Miles could only win three games in the last three sets. The heat and the length of the match seemed to try the nerves of both players. Mr. Miles would be a far pleasanter player to watch if he learnt to control his emotions in the court. Any display of annoyance at the vagaries of fortune or extraneous conditions is much to be deprecated, and especially in a match between an amateur and a professional, for display of emotion is most contagious, and it is unfair to expect an opponent to keep absolutely calm in the face of ill fortune unless one sets him an example of imperturbability in one's own A. R. H.



F the eighteen pairs of cottages which formed the subjects of our recent Cottage Competition, only two were required to be planned with parlours, namely, the Buckinghamshire and Yorkshire North Riding types. The main reason was that the various landowners, who agreed to build from the best design in each class, were anxious to aid in proving the COUNTRY LIFE case, namely, that a cottage of decent and hygienic accommodation can be built in many manners suitable to many districts without involving high costs. It is inevitable that the provision of a parlour shall mean an increase on minimum expenditure, i.e., if it is additional to three bedrooms. By "parlour cottage" everybody ought to mean a cottage of at least six rooms, which will be kitchen, scullery, parlour and three bedrooms. We

have already emphasised the fact that to secure a five-roomed cottage in its most economical form means that one of the three bedrooms shall be on the ground floor. In our issue of April 25th we gave statistics to show that when the third bedroom is so placed, it is almost invariably used as a parlour. This means that when a family of more than four souls occupies such a cottage, the bedrooms are bound to be overcrowded. Most authorities on Public Health are agreed that overcrowding arises when the bedrooms do not yield 500 cubic feet of air space for every adult or child over ten years old, and 25oft, for children under ten. It is true that, under the present provisions of the law, prosecutions for overcrowding are not set on foot unless the average cubic area of space per person is below 30oft. The law, however, lags behind competent opinion and will be



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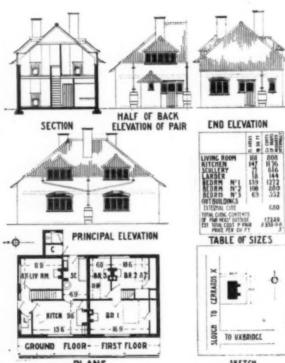
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changed, and it would be fatuous to design down to a requirement which is hopelessly inadequate. It may be felt that the fixing of any standard of cubic capacity in a bedroom is an arbitrary proceeding, and that a small bedroom does no harm if its occupant keeps the window wide open. That is true enough in theory, but the fact remains that the ordinary tenants of labourers' cottages refuse to open their windows and habitually block up ventilators with the greatest resolution. In the main, therefore, reliance must be placed on the provision of bedrooms of reasonable size with fireplaces and chimneys which cannot be blocked. If, therefore, a parlour is wanted, it should be provided in addition to three bedrooms on the upper floor.

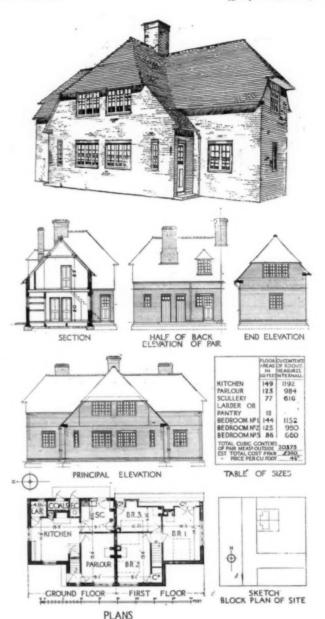
Six of the designs now illustrated were submitted for the Buckinghamshire type. The authors of all of them have taken the liberty, given in the conditions, to reduce the size of the kitchen living-room below the Schedule II. requirement of 165 square feet. This modification may be regarded by some housing experts as being of doubtful wisdom, because even 165ft. gives a small room. It would, however, be space enough if the occupants would use the parlour regularly as a living-room instead of keeping it as a museum. If this were the case, the combined effective living space of the two rooms would range in all these designs from 250 square feet to 270 square feet.

Mr. A. S. Wood's design is very similar, both in plan and elevation, to the first prize Buckinghamshire design, illustrated on April 25th; but he brings the E.C. under the main roof instead of putting it in a back addition, and the latter is distinctly the better arrangement. The design would be all the better if the scullery were a little smaller and the space thus saved were thrown into the kitchen. Where there is a parlour





DESIGN BY T. A. ALLEN.



DESIGN BY W. H. WARD.

as well as a kitchen living-room, a scullery of 65 square feet should be ample for the practical purposes of washing up.

The design sent in by Mr. Frank Elgood is ambitious to the extent that it provides a bay window in the kitchen living-room, and does it without spoiling the front elevation. Bay windows are in the nature of luxuries, but there is no doubt that they are very greatly appreciated by cottagers. The plan is thoroughly practical and the E.C. quite well placed. The defect of the cottage is rather in the broken character of its roof, and, indeed, it shows more effort of design than is necessary for such a small building.

Mr. T. A. Allen's solution of the problem is a good deal simpler in character. He carries up the staircase between walls and gives a scullery of such a shape that it certainly could not be used as a living-room. The larder opening from the lobby is not so convenient as if it were approached either from the kitchen or the scullery.

Mr. W. H. Ward's plan shows a variation, in that he has provided two doors to the parlour, one from the front lobby and the other from the kitchen. Where he has rather failed is in the placing of the kitchen fireplace. The door to the scullery is too near it on one side to make for ideal comfort. The elevations are simple and pleasant.

The designs sent in for the "Country Life" Cottage Competition have now been returned to their authors, with the exception of a dozen, from which, unfortunately, the identifying numbers became detached. The types represented by the twelve sheets still in hand are Kent, Hampshire, South Lincolnshire, Buckinghamshire, Cumberland, Hertfordshire, Dumbartonshire, Northumberland and Montgomeryshire. Competitors who have not yet received their drawings should

write to the Architectural Editor, so that the unnumbered plans may be sent to them for identification. A sheet of designs for the Suffolk type has been sent to a competitor to whom it does not belong, and if he sees this note we shall be glad if he will return it, so that it may go to its rightful owner.

L. W.

AGRICULTURAL NOTES.

THE DETERMINATION OF THE COST OF PRODUCTION. VERY important article appeared in the June Number of the Board of Agriculture Journal on this subject, written by Mr. C. S. Orwin, M.A., of the Institute for Research in Agricultural Economics, Oxford. The writer points out, as has been frequently niged in these columns, that one of the great needs of the time in matters agricultural is consideration of the question the cost of production, and his chief object in writing to urge upon those concerned with the determination of such costs the paramount necessity of proceeding on uniform lives and on definite principles. I cordially agree that unless uniform methods are followed in working out costs the results will be disappointing and will lose much of their importance, and I hope it may be possible to secure agreement among investigators on this important matter. The subject of cost determination is a very wide one, and before safe conclusions be drawn it must be looked at from many points of view, and the circumstances existing in different parts of the country must be fully considered, else it may readily happen that a line of action is decided upon which, though fully applicable to one part of the country or one branch of agriculture, is totally inapplicable to other parts or other branches. By way of making good his point that there is need for consideration of the principles upon which cost determination should proceed, Mr. Orwin refers to the investigations into the cost of food in the production of milk which have recently been made at three centres in this country, and he criticises-in a friendly way-the methods followed in dealing with the home-grown foods used in the cases referred to. I am not able to follow Mr. Orwin in his criticisms. and I am rather inclined to think he has made the mistake of reaching conclusions prematurely and on insufficient grounds. The crux of his criticisms is that the investigators in question, in dealing with home-grown foods, did not use the actual costs of production of those foods, but adopted values determined by some other standard which had no necessary relation to cost, and in so far as this was done it was wrong. "The practice of valuing home grown foods at their market price in calculations of cost of feeding is not unusual," says the writer; " but a full appreciation of the facts must lead to its abandonment. man who sets out to calculate the cost of an article must calculate the cost right through." Here I would join issue with Mr. Orwin. There is, of course, no difficulty so far as the foods and things actually bought are concerned—the price paid for them goes into the cost of the article produced, the trouble arises with the things the farmer produces and markets at home. And in regard to these I would, in contradistinction to Mr. Orwin, lay down the rule that the market value of the article produced should be the figure used for carrying forward to the debit of the department or departments using that article. The governing principle, to my mind, which justifies that rule, is that a farmer is, first, a producer of crops, and, second, a marketer of those crops. That distinction should never be forgotten. For some of the crops grown he finds a "foreign" or outside market: for others he must create a home market on the farm itself. The home market is just as much a real one as the "foreign," and in each of them the products vended therein command a certain value. When we have decided upon the method of determining the value of articles used in the home market-and that should not be very difficult-the way is clear. Mr. Orwin gives me the impression of failing to distinguish sufficiently between the "foreign" and "home" market values when he is dealing with an article which is mostly used in the home market, but is occasionally disposed of in the "foreign." Take the question of straw. Mr. Orwin makes rather futile attempts to determine the cost of the production of straw by apportioning the cost of production of grain and straw combined, on the basis of the respective values in the "foreign" market of the grain and of the straw, and almost in the same breath he says the straw has no (foreign) market value. If it has no such value, then, obviously, he has no basis for determining the cost of its production, and if it really has such a valuethat is to say, if it could, year after year, be sold in that marketthen it would probably find its way there, and would be no longer

a home consumed article. As a matter of fact, however, it may be said that, so far as the great majority of farmers are concerned. straw has no (foreign) market value; it has, however, a considerable value in the home market, and that value is its " market value." How is that value to be determined? Certainly not by reference to the price obtained for the few tons sold to the landlord or the village cowkeeper. I would suggest that the question may be answered by considering the purposes for which it is used: 1. Some is used for fodder: its value may be measured by (a) its value as a food when forming part of a ration intelligently compounded: (b) its manurial value. 2. The bulk of it is used for litter—its price is to be determined by reference (a) to its value for enabling folded animals to be housed in comfort. (b) to its chemical and (c) to its mechanical value as a manure. The values so obtained would be credited to the corn crop and debited to the departments using the straw. In the case of turnips and swedes and hay and such like the same principle is applicable, namely, the value of the foods in the home market. Possibly the safest method to follow in determining the value would be by reference to the quantity of live weight produced by the roots and hay, in a properly constructed ration, in comparison with that yielded in a similar ration by some of the standard artificial foods, plus the manurial value. I am aware that even within these limits there is room for difference of opinion, but the limits are much narrowed, and agreement should not be difficult. I would strongly protest against Mr. Orwin's suggestion to carry actual cost right through; that plan would give rise to some curious anomalies and would, I think, defeat the end in view. For example: 1. A high land farmer breeds and produces store sheep only. In a year of good store prices his farm pays him well, but the feeding farmer who buys the sheep loses money on the feeding. 2. Another farmer has a mixed holding of high and low ground. The cost system would of course show no profit on his breeding but a good profit on his feeding, whereas, really, his feeding, as in the case of No. 1, had been conducted at a loss, and his profit really came from the breeding. 3. An arable farmer has two fields of oats. The produce of one field is sold, and on it he makes a certain profit; that from the other field is fed to the work horses at cost and the field shows no profit, yet this field may readily be the better of the two. 4. One farmer grows ten tons per acre of swedes at a cost of, say, £9, because he has poor land; another grows thirty tons at the same price. Mr. Orwin would credit both fields with £9 per acre, which, as a measure of quality, is a libel on one of them, and he would show the one feeder to be a genius and the other a dunce, whereas probably the terms would be more properly applicable the other way about. The success of arable farming really depends less on marketing (although that is very important) than on the crop producing capability of the land, and if any system of cost accounting is to be useful it must, in addition to other things, enable the farmer to see whether or no he is growing crops at a profit, whether or no each field shows a profit, and whether or no his existing home market is a profitable one and the best obtainable. To put him in the way of obtaining this information he must be shown (1) the cost of crop production; (2) as regards crops marketed at home, the costs and incomings of marketing, with a view to exhibiting the value of the home-produced article disposed of in that market, or the capability of the market to pay the prices put upon the crops so disposed of. In my judgment the methods I have suggested would show the information required; Mr. Orwin's plan would, I think, conceal it. J. C.

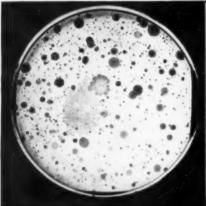
CORRESPONDENCE.

THE ADVANTAGES OF CERTIFIED MILK.

SIR,—In your comments on the acceptance by the Government of the amendment providing for the certification of milk, you point out that certified milk, which will cost more than ordinary milk, will, of course, only reach those who can afford to pay for it. May I be allowed to state as emphatically as possible that those who have worked to get this amendment into the Milk Bill have done so not merely because of the value of certified milk to those who will consume it, but more particularly because they believe that the object-lesson provided by dairies producing certified milk will be the greatest factor towards educating farmers, dealers and consumers as to the advantages of a supply of really clean milk and as to the methods of producing and handling

it. In the United States milk is "certified" by State Medical Milk Commissioners. Bulletin No. 1 of the United States Department of Agriculture (published September 17th, 1913) states: "The organisation of milk commissions in this country was an important step toward the improvement of the quality of milk. While the number of commissions is very limited

and the milk pro-duced under their supervision amounts to only a small proportion of the milk annually consumed, the great milk to invalids and its influence in reducing the mor tality among infants children beyond estimation. Further, the work of milk commis-sions has had no little influence in improving the gen-eral milk supply of cities where such ommissions exist, by setting a higher standard of quality and by creating



1. MILK SWARMING WITH BACTERIA.

public sentiment in favour of pure milk." When it is generally recognised in England that the surest means of determining the care with which milk has been produced and handled is the knowledge of the bacterial contents of such milk, a long step will have been taken. So few people appreciate that milk as secreted in a healthy cow is a substance free from

bacteria, and that it can frequently be drawn from the animal in such a state. In America certified milk must not contain more than 10,000 bacteria to the cubic centimetre at the time of its sale to the consumer. As the result of a good many bacteriological examinations by the Lister Institute of milk purchased from about twenty London retailers last March, it appears that

the average bac. terial contents of London milk is about 4,000,000 per cubic centimetre. These figures did not include the sample obtained in the House of Commons containing 72,000,000 per cubic centimetre. I enclose two photographs: (1) plate showing 22,000 colonies of bact contained in on ten-thousandth of cubic centimetre milk (or 22,000, per cubic cen metre) recently p at a End dairy, and a plate contain one - thousandth

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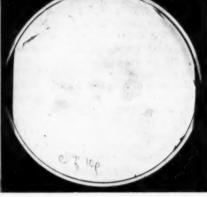
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2. CAREFULLY HANDLED, UN CONTAMINATED MILK.

a cubic centimetre, which was entirely free from bacteria. The later was produced at a farm where the employés are instructed in the care handling of milk, and where the milk is bottled within a few minutes leaving the cow. These photographs are about one-half the size of actual growths.—Wilferd Buckley.

POLO NOTES.

HOUGH the weather prevented the Coronation Cup from being played to a conclusion last week, yet after all, the deciding game was probably played last Saturday, when the best soldier team of the season met the best civilian four. For the first time in the history of polo the winners of the Inter-Regimental Cup have beaten the winners of the Champion Cup. When the Coronation Cup was founded, there were some who thought that another great polo trophy was hardly wanted, but the result of this year's Coronation Cup Tournament has amply proved the wisdom and foresight of the Ranelagh Club. They made the trophy itself worthy of its position, and following the lead of COUNTRY LIFE, had a fine design of former times reproduced. This year the greatest game of the season was that played on Saturday in the semi-final. The result of this game was that, whatever happens, the Cup will rest for a year with a soldiers' team, for in the second game of the semi-finals the Cavalry Club defeated the Old Etonians. But whatever be the final result of Monday's match, I think we shall all acknowledge that the 12th Lancers and the Old Cantabs are the two best teams of the season. It is interesting to note that while in America the fine and characteristic English defence had much to do with the victory of the England team, yet on Saturday, as in the final of the Inter-Regimental Cup, it was the well-combined attack of Mr. Leatham and Captain Badger, supported by their backs, that won. This is the best attack we have seen since the days when the combination of the brothers Grenfell made the Old Etonians equal to International form. We must not forget that the Old Etonians, had not accident prevented them, might well have brought us back the Cup. On Saturday, no doubt the 12th Lancers had luck, but Fortune at polo is very partial to sound play. The judicious choice and the excellent training of their ponies was a factor in their success. The accident to Mr. Buckmaster made it easier for them to win, but it was the effectiveness of their attack that decided the fate of the Cup. This 12th Lancers team has, perhaps, more than any other grasped the possibilities of attack under the off-side rule. The lessons of the Coronation Cup are the great value of handy, well-trained ponies, which need not necessarily be of outside measurement: the value of accurate combination between the forwards, while sound defence and support are not forgotten by the No. 3 and back.

HURLINGHAM.

On Wednesday the Hurlingham Club entertained at dinner the team which had brought back the Cup from America. The gathering was a remarkable one; nearly every one of the men who have made polo was present—the Chairman (Lord Valentia)

had actually played in the first match in this country; Sr Walter Smythe was the man to whose ideas we owed nearly every one of the chief tournaments of the season, the Champion, the Inter-Regimental and the County Cups; Sir Charles Wolseley played for Monmouth when it was the county club, equal to Champion Cup form; Major Peters has had an influence on the development of the rules, none the less real because it has been unseen and almost unrecognised; Mr. Buckmaster has set the standard of play for two continents; and Captain Miller, who built up, with the late Colonel Renton, the style of combination known as the Rugby school. There, too, was the Marquis of Villavieja, to whom Spanish polo owes so much, and Major Egerton Green, who has helped to keep for Hurlingham its position as the first polo club in the world. It was for him a great day, since among the diners were that splendid team of his old regiment, the 12th Lancers, for whose polo spirit and play he did so much in his days of active soldiering. Major Egerton Green has seen war and peace, and not always found the former the most trying. The management of a great club is no light task. For him, as, indeed, for all who have followed the rise of polo and of Hurlingham, which are, indeed, different ways of saying the same thing, Wednesday evening was a great occasion. There were but two speeches, one by the chairman, who read a warm letter of congratulation from the King of Spain. It was an admirable speech, but I could not quite follow a suggestion that this should be the last international match. As I have always pointed out, every single international match has been followed by some great change and improvement in polo in England or America. Captain Barrett's speech indicated the change which is likely to follow this last match. This is the assimilation of the English and American rules. Indeed, I hear on good authority that the revised rules have already been drafted for the American Polo Association to consider. This question has been long under discussion, and was, indeed, referred to by Mr. Buckmaster in 1902. At the dinner given to the American team of that year at Hurlingham I heard it said that the goal handicap had saved English polo. This reform was advocated in vain until the English defeat in 1909. The fact is that international polo is a cause of life and movement, and is most valuable to the game of polo.

THE COUNTY POLO WEEK.

Saturday, which was so great a day of polo, was further marked by the two great county tournaments, which were played at Ranelagh. The County Polo Week was, as usual a great success.



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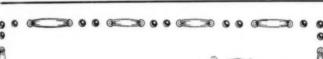
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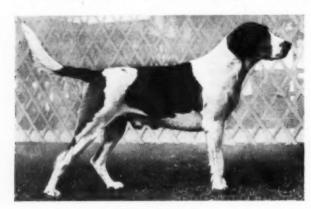
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THE PETERBOROUGH HOUND SHOW,

HERE were eight fewer packs represented this year than in 1913. On the other hand, the average was high, and there were very few hounds which did not come up to the Peterborough standard of merit. It was also noted that the workmanlike character of the hounds shown was quite up to the high level of former



MILTON WISEMAN.

Champion dog.

years. I have in the past made an endeavour to follow the winning foxhounds from the flags at Peterborough to the field. I have never failed to learn that the winners have not only been good to look at, but equally distinguished in their work. Moreover, their descendants have in many cases transmitted their good looks and admirable working qualities. The Peterborough winners of 1914-and, indeed, most of the hounds enteredlooked like hunting and catching foxes. There was an especial interest about the victories won on Wednesday by the Milton pack, for these are the last hounds that will be shown at Peterborough by Barnard, who has, as a hound breeder, only been surpassed in our time by the late Frank Gillard of the Belvoir. Then, too, the Cambridgeshire won for the first time. They had a particularly good season in 1913-14, and we may infer that improvement on the flags and in the field has in this case gone hand in hand. The Duke of Beaufort was not quite as successful in dog hounds as usual, but as far as their working qualities are concerned he has seldom sent a more taking lot for competition.

Most people agreed with the decision of the judges, Mr. Gerald Hardy and Mr. T. Bouch, when they chose as champion dog hound the Milton Wiseman. This is a hound of true Fitzwilliam type, full of power, with the intelligence and keenness so characteristic of Milton. He has sufficient



BADMINTON CAROLINE.

The best bitch in the show.

bone well carried down, has great depth through the heart, and he is as good behind as in front, which is not always the case with the foxhounds of to-day. He may perhaps be a trifle heavy in the shoulders, but this will probably be less apparent when he is in hunting condition. Good as Wiseman is, he cannot have had a great deal to spare from Trimbush, the Zetland hound that was second to him. This is a hound of

wonderful depth and looks like staying all day, and, indeed, is a magnificent sort.

Another hound to admire greatly was Samson, the Cambridgeshire representative; he has beautiful shoulders, great depth, and wear-and-tear-looking legs and feet. Readers can see for themselves how little there was between these three great hounds. Then there was the Duke of Beaufort's Cardinal, which divided the judges, when Mr. George Evans, as referee, rightly gave his casting vote to Wiseman. Samson and his kennel companion, Diver, won as a couple in unentered dog hounds.

Turning now to the bitches, which were judged by Mr. George Evans of the H.H. and Mr. Maurice Barclay of the Puckeridge, we must, I think, all agree that the Badminton Caroline which won the prize for the best bitch in the show was a most taking hound. Almost perfect in symmetry, with capital bone, legs and feet which would bear the closest inspection, she is full of quality and that undefined charm which we may describe a true foxhound quality character. Caroline looks as if she would hunt and drive with the best of them. She has clearly the letelligence without which no looks are worth anything in a fee-hound.

A most attractive group, alike in our portrait and in the ring, were the two couples of entered bitches from the Nor he Warwickshire pack. Mr. Jackson is to be congratulated in so well deserved a win as that of Artful, Wallflower, Remery and Rakish. The North Warwickshire have not won later, but even with two couples of bitches from Badmint in and Atherstone against them they were clearly first. The

picture which accompanies this is happy in showing the notable substance of these North Warwickshire bitches without heaviness, their quality without weakness. They must race when they have a scent over the Hillmorton country.

There were plenty of other hounds hown which deservenotice. There was the Duke of Beaufort's Cardinal and the



CAMBRIDGESHIRE SAMSON AND DRIVER.

The winning couple of unentered hounds.

Oakley Sailor (the Reigate champion): there was, too, the Essex Union Rhetoric, whose rare quality caught the judges' eye, but this hound was hardly so good behind the saddle (to borrow a convenient expression from the stable) as he might be. Then, from Atherstone came two couples of unentered bitch hounds, of which it is only necessary to say that they were worthy of the Witherley kennels.

On Thursday the harriers came up for judgment, but I have only space now to refer to the sale of the Springhill pack. These fetched, as they were sure to do, good prices, and justified the judgment of Messrs. G. A. Miller and Cecil Nickalls. We are always sorry to see a good pack dispersed, but nevertheless such sales are good for sport, since the blood is diffused in other kennels.

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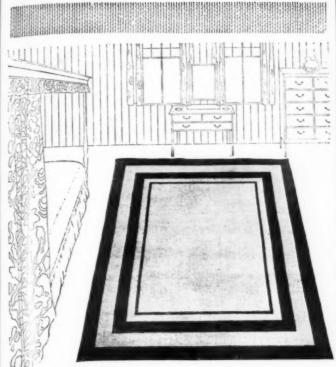
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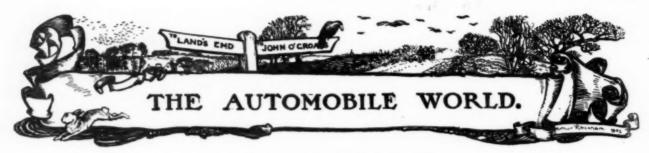
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RANDOM COMMENT.

HE latest report of the work of the Road Board contains, as usual, a mass of figures, but very little of the sort of information which, if published, would help to interest the public in the work of the Board and lead to a wider appreciation of the large share which it is taking in the improvement of the roads of the country. The existing practice is to issue once a quarter a typewritten report giving in the briefest possible manner the total amount of the grants "indicated" during the preceding three months to highway authorities, the amount actually advanced, the general character of the works on which the money has been expended, and the names of the counties which have shared in the grants and the amounts allotted to each. Incidentally, we may remark that the extent to which the report is circulated is apparently so limited that it is not considered worth while to print it. The information given, so far as it goes, is report is circulated is apparently so limited that it is not considered worth while to print it. The information given, so far as it goes, is very useful, but dry figures are hardly calculated to appeal to the man in the street. Residents in Donegal, for instance, to say nothing of motorists proposing to visit that delightful part of Ireland, will doubtless be interested to learn that the Road Board paid no less than £10,000 last quarter for the improvement of road crusts in the county, but a far better idea of the real significance of these figures would be gained if information real significance of these figures would be gained if information ere forthcoming as to the actual manner in which the money had been spent.

had been spent.

A statement that so many miles of main road had been relaid with tar macadam, that other lengths had been rendered dustless by tar painting, that this or that notorious danger spot had been rendered safe, that certain bridges had been widened, and that road diversions had been effected here and there, would bring home to the public the real usefulness of the Road Board, and the wise manner in which the money derived from motorists was being expended with far greater emphasis than the publication of any number of columns of dry figures. There can be nothing of a confidential character in the activities of the Road Board and no uncertainty as to the precise objects for which the grants are made. It is, therefore, a little difficult to understand the reticence which

characterises its periodical reports. Its staff must certainly be capable of compiling quarterly statements less bald and unconvincing than those which have hitherto been published, and the cost would be so small as hardly to merit consideration when regard was had to the effect on the public mind.

The reduction of one penny per gallon in the price of the petrol sold by what may be described as the "Trust" conpanies, inasmuch as they raise or lower their prices practically simultaneously, is a small concession in itself, but welcome as indicating the condition of the motor spirit market. The raising of the price of the standard brands to Is. 9d. about eighteen months ago seriously alarmed the motorists of this country, who began to look around in earnest for competitive country, who began to look around in earnest for competitive supplies or substitutes for the fuel to which they had becaccustomed for years. Various associations of a co-operative character came into being, and found little difficulty in supplying their members at rates considerably below those fixed by the oil magnates, who had been supposed to control all the availab supplies of petrol. Roumania and other countries were willin sellers at a reasonable figure, and even at Thames Haven itselarge stocks were discovered which could be purchased in bul at prices which gave little support to the oft-repeated statement

at prices which gave little support to the oft-repeated statement that demand was overtaking supply.

Wide attention was also directed to the virtues of benzole as a substitute for petrol, and a considerable impetus was given to the production and preparation for motor purposes of this by-product of coal. I do not think that there are any statistics available to show the amount of Trust-free petrol and benzole which has been sold to motorists in the last twelve months, but it must run into many millions of gallons. There has also been a marked disposition to use second grade spirit, even when supplies have been obtained from the ordinary retailers. The net result has been that the rise in the price of the standard brands has not merely been checked, but an actual reduction has been witnessed in the past fortnight. Whether a future fall will follow remains to be seen. Probably something will also depend on the success or failure of the various processes now being investigated for the production of artificial motor



AN AUSTIN AT WELFORD-ON-AVON.

THE

GREATEST TEST OF ALL

The Austrian Alpine Trials, 1914





CONQUEROR OF THE ALPS

Under the observation of the Motoring World (Official and otherwise).

AWARDED SILVER PLAQUE FOR MERITORIOUS PERFORMANCE.

ONLY ONE CAR ENTERED (one of a new type)

a 20 h.p. 4-cyl. MODEL

putting up

CHARACTERISTIC PERFORMANCE.

The first Austin entry in these trials.



ITS PERFORMANCE:

FIRST ON FORMULA IN BOTH TIMED EVENTS.

KATSCHBERG CLIMB AND SPEED TRIALS ON THE FLAT AT WELS, accomplishing a speed of 61'6 m.p.h in the latter event.

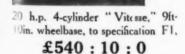
OFFICIAL SEALS ON BONNET UNBROKEN, after completion of the 1,828 miles, including 27 ALPINE PASSES. Total climbing 107,523 feet.

LOSS OF MARKS, 4 only,

for momentary stoppage, caused by water getting into petrol when replenishing in torrential downpour.

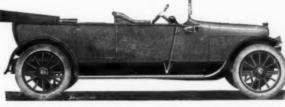
"The Autocar," July 4th, 1914, says:

"The performance of the AUSTIN can only be described as EXTRAORDINARY."



F2, with electric lighting equipment,

£562:10:0



F3, with electric lighting equipment and electrical self-starter,

£592:10:0

Also with 10st. 6in. wheelbase.
Full Specifications at request.

Works: NORTHFIELD, BIRMINGHAM

THE AUSTIN MOTOR CO. (1914) LIMITED.

LONDON: 479-483, Oxford Street (near Marble Arch), W. PARIS. MANCHESTER: 134, Dernsgate. NCRWICH: 18-22, Prince of Wales Read.

AUSTIN SUB-DEPOTS: OXFORD, EXETER, TUNBRIDGE WELLS, CARDIFF.

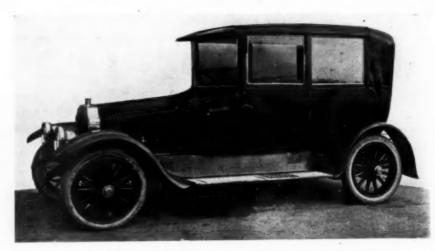
spirit on a large scale. Should one or more of these processes prove to be successful on a commercial scale, and such is by no means unlikely to be the case in the not distant future, motorists will probably be relieved to the extent of another twopence or threepence of the price which at present they pay for the fuel they use in their cars.

That the use of the horn and similar warning instruments is often abused by

warning instruments is often abused by inconsiderate drivers is beyond question, but those who agitate for the abolition of the horn or its prohibition in certain areas or at certain hours show an astounding ignorance of the practical side of the question. As a rule, an accident occurs through two vehicles or a vehicle and an individual colliding as a result of one being unaware of the approach of the other. The pedestrian can hardly be expected to carry a warning instrument, and in any case his movements are so erratic and so in-

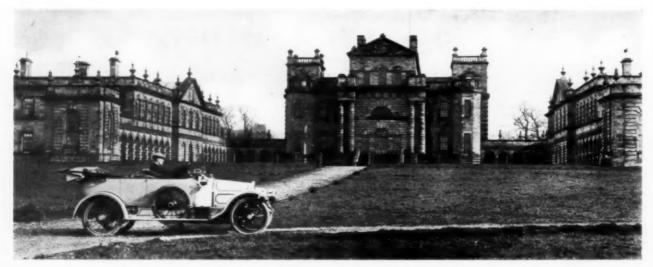
movements are so erratic and so incapable of being foreseen that it would be of little service if he did. It remains, therefore, for the vehicle to give some indication of its presence on the highway. Horse vehicles and such noisy machines as the traction engine give sufficient indication of their approach without the aid of the horn, but the modern silent running motor would be a veritable Juggernaut if it were not equipped with some kind of warning instrument.

The precise form which such instruments should take may possibly be a fit subject for regulation, but the occasions and manner in which they are used must be left to the discretion of the



VAUXHALL WITH MULLINER COUPE.

his horn with unnecessary frequency, but it is better to err on the side of excess than follow the practice of some motorists, who seem to take a pride in never giving warning of their approach. Two horns, one of the ordinary bulb variety and the other a loud sounding device worked by electricity or off the flywheel, are anceessity on a car. The former is sufficient for ordinary use in traffic and to give warning to pedestrians and bicyclists. The latter is essential for cross-roads and for overtaking other vehicles, especially of the traction engine type, whose drivers are totally



AN ARMSTRONG WHITWORTH AT SEATON DELAVAL HALL.

driver. When the pedestrian learns, as he will learn in time, the danger of stepping from the footpath into the roadway suddenly, and without looking to right or left, and when a definite rule of right of way is formulated for converging traffic at cross-roads and side roads, the constant use of the horn will be less necessary than it is at present. Until that time comes the wise motorist will remember that, should he be involved in an accident, the first question asked of him when the Courts attempt to apportion the blame is, "Did you sound your horn?" The nervous driver may possibly sound

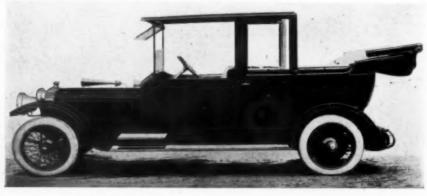
unable to hear the sound of an ordinary bulb horn owing to the noise made by their own machines.

It is a pity that the police do not make some attempt to enforce the law relating to the use of "cut-outs." The regulation prohibiting the use of open exhausts on cars and motor-bicycles was welcomed by the vast majority of motorists, who realised that the use of a silencer on all motor vehicles was a proper concession to public convenience. A period of grace between the issue of the regulation and its strict enforcement might reasonably have been expected, but many months have passed without action being taken, with the result that the open exhaust is again becoming as common on the road

again becoming as common on the road as it ever was. Motor-cyclists seem to be the greatest offenders and it is no unusual thing to meet a motor-bicycle which is obviously innocent of even a

which is obviously innocent of even a pretence at a silencer.

It may be argued that the ordinary constable has insufficient experience to distinguish between the sound of an exhaust which is frankly "open" and that of a silencer of dubious efficiency, and that the police authorities are unwilling to be involved in disputes which could only be decided in the light of could only be decided in the light of expert evidence. Moreover, it would be extremely difficult to arrive at a standard of efficiency for a car or bicycle silencer, and there could be little certainty as to the decision which a Bench of magistrates would arrive at Bench of magistrates would arrive at



45 H.P. DAIMLER WITH HOOPER BODY.



WOLSELEY

The Car for Silence and Reliability!



THE WOLSELEY 16/20-H.P. TORPEDO PHAETON, complete with 5-seater torpedo body, one-man hood, adjustable folding screen, four R.W. detachable wire wheels with 815 × 105 m.m. Dunlop tyres, horn, and C.A.V. electric lighting equipment.

Send for Catalogue No. 26, post free on request.

THE WOLSELEY TOOL MOTOR CAR CO., LTD., Adderley Park, BIRMINGHAM Proprietors: VICKERS, LIMITED

in any given case where the question at issue was whether the device (to quote the words of the regulation) was "suitable and sufficient for reducing as far as may reasonably be practical" and sufficient for reducing as far as may reasonably be practical the noise of the exhaust gases. The point, however, would not arise where an exhaust cut-out was being used or no silencer at all was fitted, and these cases should be fairly easy of detection. If necessary, men of special experience and intelligence could be selected for the work, and a couple of such experts posted during a week-end on two or three of the main roads out of London would secure a sufficient "bag" of transgressors to make it evident that the open exhaust was in future going to be a very expensive luxury. Such activity on the part of the authorities would be welcomed

expensive luxury. Such activity on the part of the authorities would be welcomed by the majority of motorists, who have no sympathy with the small minority who seem to delight in making a general nuisance of themselves.

ROAD BOARD GRANTS.

THE quarterly report shows that during the months of April, May and June advances were "indicated," or in other words promised conditionally, to high-way authorities, amounting in the aggregate to £340,112, of which £277,357 was by way of grant and £62,755 by way of loan. The total advances made and indicated up to June 30th last amounted to £5,553,924—£4,106,462 by way of grant and £1,447,462 by way of loan.

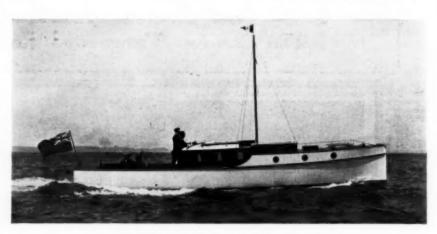
The actual advances made by way

of grant during the last quarter amounted to £267,436, of which £231,753 were devoted to road crust improvements, £24,016 to road widenings and improve-

ments of curves and comers, £5,125 to road diversions, £5,542 to the reconstruction and improvement of bridges, and £1,000 to the reconstruction and improvement of bridges, and £1,000 to new roads and bridges. During the same period advances by way of loan amounting to £105,266 were arranged. The counties which received the largest grants last quarter were Gloucester (£21,500), Lancashire (£26,000), Staffordshire (£21,581), Donegal (£10,000), Huntingdon (£8,000), Kent (£29,892), Norfolk (£9,374), Lincolnshire (£8,060), Cumberland (£8,156), Somerset (£13,710), East Suffolk (£9,200), West Suffolk (£7,625), Argyll (£6,676), Midlothian (£7,400) and Clare (£6,749). The London boroughs receive £7,887 between them.

A USEFUL MOTOR CRUISER.

The accompanying illustration shows a motor crusser of very useful and comfortable type recently built by the Wolseley a very useful and comfortable type recently built by the Wolseley Company for Mr. McCormack, one of its joint managing directors. The vessel, though only 39ft. long and 8ft. beam, has remarkably roomy accommodation and can sleep four people in comfort. A large saloon is arranged amidships under a raised deck, and forward of this is a state room with two berths, wardrobe and washstand, and forward of this again is a lavatory. Throughout these cabins there is 6ft. 6in. headroom. A small galley is arranged at the after end of the saloon. A large cockpit is pro-



39-FT. WOLSELEY MOTOR CRUISER.

vided in the stern, the engine and reverse gear being placed in the fore end of the space beneath a teak casing, which also forms the control bridge. Electric light is fitted throughout, the navigation lights and sound signals being operated from the same circuit. The machinery consists of a six-cylinder 30 h.p. Wolseley marine set, which gives a speed of nine knots on a fuel consumption of two and a half gallons per hour. All controls are led to the steering wheel, so that the vessel can easily be handled by one person. be handled by one person.

THE CROY

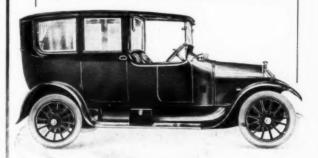
CROYDON RELIEF ROAD.

The Roads Improvement Association states that there is every reason to hope that the arrangements for carrying out



MIESSE :: CARS ::

COMPLETE WITH ALL ACCESSORIES



LIMOUSINE BRUSSELS BODYWORK

PRICE INCLUDES

15/20 h.p. £640

cuttle Dash, Screen, Two Tip-up Seats, Inside lectric Light, Horn, Speedometer, Clock, pare Wheel and Tyre, Full Kit of Tools in lox, Tyre Repair Outfit, and Complete Lighting utfit with Five Lamps and Inspection Lamp, Luggage Grid.

20/30 h.p. £710

SOLE CONCESSIONAIRES:

HANS MOTOR CO., LTD. 4, HANS ROAD, LONDON, S.W.

Telegrams: "Workbench, London."

The Durability of the 9 h.p.

HILLMAN LIGHT CAR

ARISES FROM A QUALITY OF MATERIAL AND WORKMANSHIP THAT IS ABSOLUTELY UNSURPASSED

"11,555 MILES TO DATE."

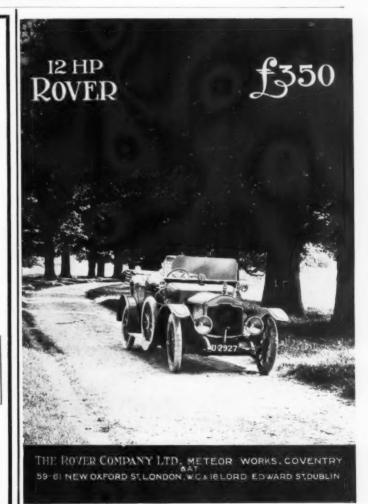
"Average Petrol Consumption, 35 M.P.G."

"My total mileage is 11,555 to date, with an average of 35 M.P.G. The actual cost is according to the contract I have with your Lewes Agent 14d, per mile. On several occasions I have travelled from Eastbourne to London (Regent's Park) without changing the gear, top the whole way, with a passenger and two suit cases; and last Saturday I drove from Eastbourne to London non-stop top gear and then to Bournemouth under similar conditions, a truly marvellous performance for so small a car."

D. G. Tanner,
Wannock, Polgate, R.S.O.

COMPLETE £200

The Hillman Motor Car Co., Ltd. COVENTRY.





CAR LIGHTING SYSTEM

HAVE you selected your car lighting system? If not, there is yet time for you to secure the most economical and reliable. The Godin-Ducellier has features and advantages to offer that are found nowhere else. Proof of its durability and reliability are evinced by the fact that it is covered by a two years' guarantee.

Set No. 3:—1 Dynamo (12 volts), 1 Battery (12 volts), 1 Switchboard, 2 Meters, two 10 in. Head Lights, 1 pair of Side Lights, and 1 Tail Lamp. The price complete, £27 15s. Fitting according to Car from £5.

GODINS, I, Red Lion Squ re, Holborn, W.C. Tele.—"Container, London." "Phone—6897 Cen., 4627 City. Scottish Agents: WM. McGEOCH & CO., Ltd., 23, West Campbell Strext, Glasgow.

GODIN-DUCELLIER DYNAMO EQUIPMENT.

the proposed new road which is to relieve the High Street, Croydon, have now been completed. As a result of numerous conferences between the interests concerned, the scheme has been conferences between the interests concerned, the scheme has been enlarged to include the widening and improving of the entrance and exit of the proposed new road, which will bring the total cost of the improvement to about £80,000. Of this total the Road Board will contribute £19,000, the Croydon Corporation close on £20,000 and the landowners £7,000. The new proposals have been accepted on all sides, and now only await the formal approval of the Local Government Board.

THE YORKSHIRE SPEED TRIALS.

The annual speed trials held by the Yorkshire Automobile Club on the beach at Saltburn were attended by more than their usual success on Saturday last, as the sands were in well-nigh perfect condition and the event attracted a huge concourse of spectators. The programme included twenty-two events and the entries numbered 125. Chief interest centred in of spectators. The programme included twenty-two events and the entries numbered 125. Chief interest centred in the attempts on the record for the flying kilometre by Resta on the twelve-cylinder Sunbeam. A strong wind, however, rendered it improbable that any improvement would be made on the speed of 1216 miles an hour attained on the Florida Beach in 1906, or the 1241 miles an hour, the new record set up at Brooklands only a month ago by L. G. Hornsted's big Benz. As a matter of fact, Resta's best speed on Saturday was 120 miles an hour, but this was running with the wind behind him. In the ordinary racing events the Talbots scored a long list of successes, winning seven of the nine events in which they competed. competed.

ITEMS.

In the recent competition organised by the Automobile Club of Switzerland, a 25 h.p. Vauxhall took the first prizes in the flying kilometre test and in the 700 kilometre trial over Alpine roads.

We are informed by Messrs. Fluid Pressure Pumps, Limited, that they have reduced the price of their "Pioneer" pump from 3 guineas to 2 guineas, inclusive of 12ft. of hose and gauge. This reduction has been rendered possible by a large increase in their sales and the reduction in the cost of manufacture which has resulted from the installation of automatic tools and other labour-saving devices. A special model for Ford cars has now been introduced.

In connection with their hire department the Austin Company have issued an illustrated booklet describing a number of attractive runs from London and back. These range in length from fifty miles, an easy afternoon's excursion, up to tours for which three or four days are required. The firm have a number of well equipped covered and open cars, which can be hired at reason-

able rates for periods ranging from a few hours up to a year or more. Full information and a copy of the guide can be obtained on application at 479, Oxford Street.

As the announcements appearing in the Press in regard to the liquidation of Vauxhall Motors, Limited, may result in misapprehension as to the facts, we are asked to explain that the liquidation now proceeding is a purely formal matter, rendered necessary by the recent formation of a new company, with increased capital, under the title of Vauxhall Motors (1914), Limited.

The record entry of eleven boats has been received by the

The record entry of eleven boats has been received by the British Motor Boat Club for their annual race from London to Cowes, which is fixed to start from Erith on Saturday. July 18th.

July 18th.

A two-seated four-cylinder car, the product of the Saxon Motor Company of Detroit, will shortly be placed on the English market by L. C. Rawlence and Co. of 40, Sackville Street, W., at the very low price of 100 guineas. The Saxon has a wheel base of 8ft. and a track of 4ft. 6in., an engine of 11-1 h.p. by R.A.C. rating, two speeds and reverse, and an equipment which includes wind screen, lamps and tools. A large number of these cars are said to be already in use in the States.

Messrs. Clement-Talbot desire to impress upon motorists that the remarkable series of successes achieved by their cars in open competition this season are not due to any radical altera-

in open competition this season are not due to any radical altera-tion from the design of their ordinary touring models. The engines are standard in every respect, except for a few modifica-tions intended to permit of a higher speed of rotation.

We are informed that 50 per cent. of the cars taking part in the Austrian Alpine Tour were fitted with "A.T." speedometers

The increase in the use of the paraffin motor as an auxiliary in fishing boats is very marked. The Whitstable Shipping Company, after making exhaustive tests, is about to instal an 18 h.p. Aster marine set in a 43ft. boat now in course of construction.

It has been decided by the Committee of the Royal Motor It has been decided by the Committee of the Royal Motor Yacht Club that the headquarters of the club ship Enchantress in future should be Hythe instead of Netley. Subject to the approval of the Harbour Board, a position about half a mile below Hythe Pier has been selected, and the move will be made after the B.I. Trophy races in August. Under the new conditions the journey from the Town Quay, Southampton, to the ship will be shortened by twelve minutes. It will also be possible to reach Hythe Pier, where a dry landing can be made in any weather, in a few minutes. The annual dinner of the club, at which the Commodore, Admiral Lord Charles Beresford, will preside, has been fixed for Saturday, August 1st, on board the Enchantress.

Grand Prix

Automobile Club of France

July 4th, 1914

won

- Lautenschlaeger (Mercédès) on Continental
- (Mercédès) on Continental Wagner Salzer (Mercédès) on Continental

Not having lost confidence in the Quality of our Goods, we still take part in Races, and have demonstrated to the Motoring World the superiority of Continentals over others in the World's Greatest Motor Race. The strain the tyres were subjected to cannot be have demonstrated to the Motoring World the superiority of Continentals over others in the World's Greatest Motor Race. The strain the tyres were subjected to cannot be compared with any race which took place in England or any other country this year.

The TIMES, July 6th, says-

- Both Boillot and Goux, the two French representatives who did best, were handicapped by the time lost in stopping to change 'tyres. Boillot stopped six times and Goux four times, while Lautenschlaeger, Wagner and Salzer each only stopped once. The Mercédès cars were all equipped with CONTINENTAL 'Tyres.'
 - (The others were not.)

- "The pally TELEGRAPH, says—
 "The regularity of the behaviour of the three winnins: Mercede's was remarkable, and the behaviour of the CONTINENTAL tyres that shod the winners was splendid, as the team stopped less for changing wheels than any of the others."
- "Lautenschlaeger, who only stop once for refreshment, took opportunity of changing his vres as a precaution, though to be in exce

CONTINENTAL TYRE & RUBBER CO. (Gt. Britain), Ltd., Thurloe Place, London, S.W. Melbourne, Johannesburg, Bombay, Singapore, Winnipeg, &c., &c.



DISTINCTION IN EVERY LINE

Every make of Chassis Supplied. Quick Delivery Guaranteed.

LONDON IMPROVED MOTOR COACHBUILDERS, LTD.

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I A TELEGRAMS MOTORCRAT TELEPHONE - 6364 VICTORIA

Engine operated Tyre Pump REDUCED IN PRICE

From £3 3 0 to £2 2 0

Adapters, 9/6 (fitted free).

FLUID PRESSURE PUMPS, LTD.





THE EVOLUTION OF THE PREHISTORIC PNEUMATIC: No. 5.-Pumping Drill.



FFICIENCY and endurance in motor tyres are largely maintained by the cheapest thing in the world—air. Yet under-inflation destroys vastly more tyres than keen flints, broken bottles, bent nails, and all the rest of such like hazards of the road put together.

Motorists who stint the pump must not complain if punctures seem unduly frequent, if bursts or blow-outs are always threatening through cracking walls. Distribution of strain is worked out with as much scientific exactitude in a motor tyre as in a cantilever bridge, and when its nice adjustment is disturbed by under-inflation trouble is on the way.

The extra comfort of soft tyres is negligible; the extra life and efficiency of properly inflated tyres is demonstrable and substantial. Keep your tyres pumped hard. Air costs nothing—your trouble will be handsomely repaid.

Examples of correct Air Pressure:

Examples of correct Air Pressure 65 mm. Section, 60-65lbs.; 90 and 100 mm., 65-70lbs.; 120 mm., 70-85lbs.



Mfd. by The AVON INDIA RUBBER Co., Ltd., MELKSHAM, WILTS.

DEPOTS: 19, Newman Street, Oxford Street, W.; Bristol, Birmingham, Manchester, Glasgow, and Paris.

BO:ABB 6:ABB 6:ABB 6:ABB 6:ABB 6:ABB

The Great Alpine Trials

The Austrian Alpine Contest of 1914 was of such exceptional severity that many manufacturers were afraid to enter for these trials.

No less than three FIAT cars came through the ordeal without losing a single mark. The same material and workmanship which enabled these FIATS to put up such a remarkable performance, is embodied in every FIAT chassis.

The 15/20 FIAT is the ideal Landaulette chassis, economical in upkeep, very smart and elegant, and yet retaining all those qualities of reliability and capacity for hard work which have carried the FIAT to victory on the most arduous test that any car could be put to. The Pricc, fitted with landaulette body by well-known English builders, complete with all accessories, is £570.

OTHER MODELS:

12/15, Torpedo, complete, £375. 20/30, Chassis, with tyres, £515.

35 h.p. Chassis, with tyres, £650.

(All FIAT Cars are fitted with Michelin tyres.)

New Showrooms have just been opened in the heart of the West End, at 69, PICCADILLY (opposite the Ritz Hotel). The Head Office still remains at 37/38, LONG ACRE, W.C.

Head Office Telephone: 7946 GERRARD



FIATISM, RAND, LONDON.

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July

SHOOTING NOTES.

THE PUBLIC SCHOOLS AND BISLEY.

LD shooting men will hear with consternation of the proposal, put forward by some of the headmasters of the Public Schools, that the Ashburton and the other Public School matches should be taken out of the Bisley Meeting, and be shot for after the Public Schools' Camp. If this step is taken the Public School matches will be robbed of much of their interest and it would inevitably mean the separation of the Public Schools' Veterans' match from the school matches themselves, as the old boys, who are still keen on shooting, could hardly be expected to gather together from all over the country, often at great expense and inconvenience to themselves, on some arbitrary day with no connection whatever with the Bisley Meeting, which they had attended only a week or two before. While for the other old boys who come down specially to see their schools shoot and also to complete their veterans' team, if need be, half the interest would be gone. Then there is the case of the schools themselves; Ashburton Day is a great rallying day for parents, sisters and friends, as well as for old boys. The Ashburton line is the prettiest sight of the whole meeting, the dainty dresses of the ladies set off by the uniforms of the teams. It is a great and unique Public School pageant, it symbolises the English Public Schools as a corporate body as nothing else does, not only to the Public Schools' men themselves, but also to a vaster public; and by taking the Public Schools' matches out of the meeting all this would be lost.

Then there is the case of the National Rifle Association to consider. To hold the schools' shoots on days outside the

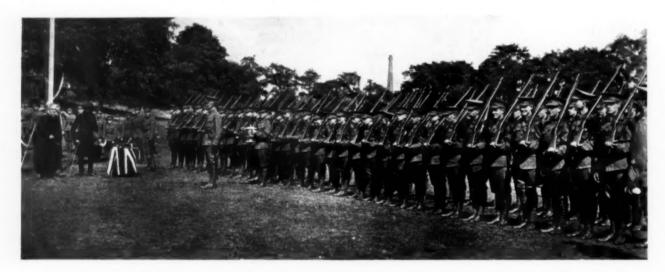
team and three B.S.A. 22 L.-E. Territorial rifles for the use of the Corps.

THE BISLEY MEETING: THE "COUNTRY LIFE" 600YDS, PUBLIC SCHOOLS' CHALLENGE TROPHY.

At the time of writing (Wednesday) the meeting has only just commenced, but the teams from the distant Public Schools are already in camp and have monopolised the Century butt. The large entry for our own 600yds. Public Schools' competition is most gratifying, and shows that the time was ripe for a departure which appeared startling to the conservative minded when we first proposed it. But the standard of Public School shooting is so high, and the spirit of enterprise among the schools' Commanding Officers so pronounced, that we, ourselves, never had the slightest doubt of the success of the competition. time was ripe for school shooting to be linked up with all other short range shooting, and for the school teams and their captains to be tested by conditions which are slightly more difficult than those to be met with at 200yds. and 500yds. And for these reasons we inaugurated the competition. How triumphantly the schools have come out of the test is shown by the excellent score of the winners, Charterhouse, with 241 points out of a possible total of 280; and by the score of Tonbridge, second, with 229; and Harrow, third, with 228.

MATCH RIFLE SHOOTING.

The standard this year promises to be higher than ever before. In the Waldegrave several scores of nothing but bull's-eyes were made, and Mr. R. W. Barnett's winning score



LIEUT.-COLONEL CROFTON-ATKINS ADDRESSING TRENT O.T.C.

meeting would put the National Rifle Association to a vast amount of expense, as well as giving individual members of the Council a great deal of trouble. The association would have to get together a special staff of range officers, score-keepers and markers, as well as an extra office staff—a matter of very great expense indeed.

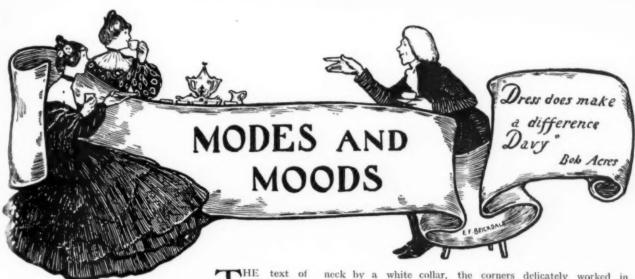
THE PRESENTATION TO TRENT COLLEGE.

Lieut.-Col. C. R. Crofton-Atkins, in command of the Sherwood Foresters, now stationed at Sheffield, visited Trent College on "Speech Day," July 1st, to present the Country Life Officers' Training Corps' Trophy for small bore shooting, for schools with one company, won by the Trent Officers' Training Corps team for the third time in succession. Following the inspection, various drill movements were smartly carried through. Colonel Crofton-Atkins, complimenting Captain Warner on the smartness of his contingent, said that he regarded those Officers' Training Corps as of the greatest use to the Army at large, and referred to the greater utility of rifle shooting as advocated by the Hythe School of Musketry, with that of the old bull's-eye practice. He emphasised the fact that "The Country Life Trophy" had been won on the best military lines, and the Trent score of 504 out of a possible 540 points showed a high state of efficiency." Medals were handed to individual members of the winning

of 116 out of 120 means that he was only out of the 24in. central carton of the bull's-eye fo. four shots in the two shoots at 900yds. and 1,000yds. Mr. H. St. G. Maxwell's (who won last year) and Captain Lander's scores of 115 show that even the winner's fine score left nothing to spare. The "Bass" was won by Captain D. Campbell of Ross with the score of 110, after a tie shoot with Mr. Mo.ris Blood; and the "Edge" by Mr. A. E. Rogers with 225 points.

THE RUNNING TARGET.

We have heard a good deal of talk of late about the value of the running target in educating the marksman with the rifle. In common practice in the field, we all know that the education of the rifleman is quite different from that of the shot-gunner, so to call him, and we are told that the two are detrimental to each other. Indeed, we see striking instances of it, and hear many a lamentation from a man who complains that he has lost all quickness of shooting with the gun from the habit of taking aim acquired during rifle practice. On the other hand, there are several notable shooters, both of big and of small guns, who are noted performers with rifle and shot-gun alike; but they are in a minority. When it is a question of shooting a moving beast with the rifle, the performance has a great deal more resemblance to shooting with the gun than is generally understood when rifle-shooting is mentioned.



the week.

greeting greeting the eye in every direction is "further reductions." As one not whaustively addicted to sales, perhaps my opinion is rather more worth the having, that the

learances being held just now ecords. There really are bargains that the woman who has perforce to administer a small allowance would be short-sighted in the extreme to miss; as, for example, those elegant ready - to-wear robes illustrated, which are to be seen at Dickins and Jones', Regent Street, and where the customary half-time has set in with further reductions throughout all departments. It may be said without any invidious comparison that the robe department at Hanover House has few equals and no rivals. It stands very easily in the front rank in point of value and good taste, and the offer of two such eminently up-to-date designs as this serge and heavy-weight Shantung at sale prices are thoroughly representative of the spirit that prevails. Both of these robes can be stepped into right away, as they are com-plete in every particular. The serge requisitioned is commendably light weight, as the tunic is a pleated one and the under-skirt is of the same material, while the bodice is fashioned in the lightest, coolest manner possible, the cross-over front closing beneath three trefoil ornaments of Navy satin piping, which are repeated on the closefitting cuffs, into which the quasibishop sleeves are eased; while the inevitable lingerie touch, which is such a delightfully redeeming feature of the sombre summer gown, is supplied in a collar of white muslin, the hem set on with an open-work stitch, through which a line of black is worked. To my thinking this presents the ideal travelling and stand-byholiday gown. over which a light dust wrap could

The companion robe gown, as has been said, is of heavy-weight Shantung in a natural colour only, very effectively arranged with two short tunics and a cool little corsage thrown open at the

be thrown on or a warm travelling coat as occasion demanded.

neck by a white collar, the corners delicately worked in Persian colourings; while a modish finish, very much of the moment, is provided in one of the wide patent leather belts. As the basis of a holiday outfit, the serge for morning wear and the other for afternoons or, indeed, any alternative day occasions,



SKETCHED AT MESSRS. DICKINS AND JONES' SALE.

it would be necessary to travel far and wide to better these models; and the prices asked under the prescribed regime of further reductions is so amazingly moderate as to justify a special holiday expenditure. Other robes to be found here include a crêpe foulard, spotted white or black or Navy. This again boasts the ubiquitous long tunic, mounted at the base of a shapely yoke band, that would appeal at once to the figure inclined to be unduly thick. There are also some capital éponge morning robe gowns, simple, slight little models, complete with patent belt and dainty muslin collar, just the thing to slip on in the early morning for the seashore and costing only 21s. Now that they are to be seen not only in single spies, I am tremendously impressed by these smart little summer

frocks that are arranged in an alliance of white piqué and linon. The soft, clear character of the latter gains in distinctiveness in its close proximity to the more opaque fabric, albeit the latter is accorded a soft finish. The waistcoat blouse whose charms I extolled last week enters with particular appropriateness into these blanche " schemes, and, given the right weather, they will undoubtedly prove a modistic feature at Cowes. Never has there dawned a summer when it was more possible for

the woman who can pass muster as a daintily dressed exponent of La Mode's prevailing whims to achieve success. Cotton voiles at a few pence a vard, deftly handled, create the

prettiest frocks, and mounted on Japanese silk come out at a mere song. A resourceful little woman of my acquaintance, who is essentially of the dainty rather than the smart fraternity, has designed two or three of the very daintiest summer dresses of voile. A black and white stripe, rather an important stripe, is particularly attractive, with broad hems of the stripes running horizontally, applied on two slightly fulled tunics disposed the right way of the material, while the few inches of slim under-skirt that reveals itself takes up hems. There is not much corsage to be seen,

on account of the extremely deep black sash arranged an equal distance above and below the waist and finishing at the back in a regular "obi" bow, the fronts opening wide on a clear, fine white muslin vest fitted with a picturesque Mediciscollar. Nor have we at all exhausted the summer possibilities of the delicate self-coloured voiles, the vapoury powder blues, orchidée mauves, biscuit and greys. It seems to be unanimously agreed that these pale nuances find their best foil in a white doublure, soft silk for choice. But it is quite hopeless for the woman who, by virtue of size, distinguished appearance, or that subtle something that is personality, to rely upon the services of cotton voiles at a few pence a yard. These are far better advised to turn their attention to ninon, crêpes de Chine and taffetas. There

is being expressed, by the way, a certain weariness of magpie alliances, which the fastidious are declaring have done yeoman service. The fastidious, however, are so notoriously easily satiated, and are, moreover, so very much in the minority, that I am sure we may safely assume the helpful black and white schemes will be permitted until the end of the summer. A suggestion, useful alike for garden-party wear and demi-toilette abroad, comprises a long full tunic of black tulle encrusted with white lace in a tapering design, worn over a fourreau of black charmeuse and completed by a little close-fitting, sleeveless coatee bodice of white taffetas. This is cut very discolleté over a softly folded vest of white lace, of which the short, straight elbow sleeves are likewise formed. The indecision

in connection with sleeves grows more bewildering every day. On the one hand, our arms are enveloped to the wrist in draped transparencies of tull chiffon or lace, or closely moulded in taffetas, sattle or cloth; and on the other absolutely short sleeves a being advocated. The latt.

were essave in a mild degre at Ascot, an now we a hearing them in cor nection wit early autum three-piec costume A propos o the continu anceii favour o magpie schemes, I have heard more than a rumour that black Chan-

tilly lace is to have once again a pronounced reign. This cannot fail to cause a pleasurable flutter in the hearts of women fortunate enough to possess old heir-looms of this precious dentelle, either in the form of flounce lengths or shawls, for shawls are again on the tapis where fashions are concerned, latter-day ingenuity arranging the squares in some artistic manner to fall cape-wise over the shoulders. In the accompanying sketch of a Casino frock you will find the revived Chantilly lace in notable evidence, used in conjunction with soft white ninon, the latter effecting the long, gathered tunic and a particularly

becoming little crossed sleeveless corsage. The waist fitment also bespeaks originality and charm, the deep ceinture of black velvet being finished with a long, single end falling almost to the hem of the tunic, two handmade pink roses having the appearance of being lightly dropped in a négligée manner.

Nothing to create an artistic result could possibly be more graceful or in complete harmony with the feeling of the moment for picturesque effect than the cape disposal of the Chantilly lace, which in front takes on a delightful little dip, the arms showing bare beneath the transparency. The skirt is of black charmeuse, and in all probability would be an existing possession, this tunic scheme working out admirably in the cause of prenovation.



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WOOD FOR WORK. OUTSIDE

N choosing timber for outside work, several things have to be close fibre; in order to minimise swelling and warping it should be as nearly non-absorbent as possible; and to wear evenly and offer the fewest weak spots to the weather it should be free from knots. An open-fibred wood which requires much preparation before use and frequent tarring or painting of the wards is a bad investment from

much preparation before use and frequivafterwards is a bad investment from every point of view. Of the hard woods capable of meeting the demands of the English climate, one which is achieving greater prominence every year is Jarrah. The trade in Jarrah wood is one of the most remarkable commercial phenomena. The trade in Jarrah wood is one of the most remarkable commercial phenomena of modern times. A few years ago it was known vaguely, and that only to dwellers in cities, as block paving. Its remarkable wearing qualities (proved by sixty year old piles and girders still in use) and good appearance recommending it, however, its uses have been extended and the ten million cubic feet or timber which are now felled annually give timber which are now felled annually give employment in the rough to upwards of four thousand men. Gates, fences, cow-sheds and other farm premises, garages, loggias, pergolas, etc., are made of Jarrah with excellent results. The wood, Jarrah with excellent results. The wood, which is, by the way, a cucalyptus (E. marginala), grown in Western Australia, has been found specially valuable for stockyard purposes, cowsheds and stables, where hygienic conditions are imperative, as it is practically non-absorbent, and therefore more sanitary and easily kept clean. Not the least important of its qualities is its non-inflammability, and so well is this recognised that it was included among the fire resisting

this recognised that it was included among the fire resisting materials in the Act (Amendment) relating to Buildings in

A great recommendation in work which requires great stability, such as the uprights of buildings, fence supports, gate posts, and pillars required to support heavy weights or stand considerable lateral strain, is, that the timber, which in an

ordinary way would have to be creosoted for perhaps a third of its length in order to ensure a lasting foundation, needs in this wood no treatment at all, the texture and natural antiseptic qualities withstanding damp, fungi and rot germs of all kinds without assistance. This alone constitutes a good claim to consideration where any quantity of work is contemplated; but, in addition to its serviceable qualities, Jarrah is also a handsome wood, and its rich red colouring has a distinctive appearance



HANDSOME PAIR OF JARRAH ENTRANCE GATES.

which commends it for ornamental work. For this reason it which commends it for ornamental work. For this reason it has acquired an extensive popularity for park fencing and entrance gates. It can be adapted, of course, to any design, but it is always more satisfactory to see those which are already in use or in course of construction, and a catalogue containing a number of designs can be obtained from Messrs. Millars, Timber and Trading Company, Limited, Pinners Hall, London, E.C., while the same firm will also be glad to give any advice needed.

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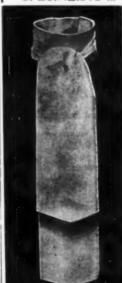


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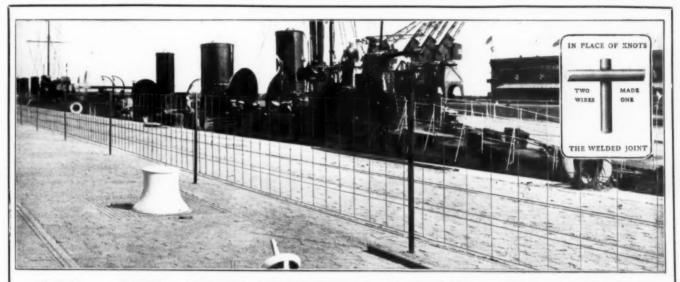
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TOWN OUNTRY. FOR

The Perfection of Tweeds and Homespuns.

WE have before referred in these columns to the wonderful tweeds and homespuns

manufactured by Messrs. Frazer and Sons of the Scotch Warehouse, Perth, and with August close upon us we would like to call our readers' attention to the subject call our readers' attention to the subject once more. The wearing qualities of Scotch tweeds and their special suitability to sporting purposes is, of course, undeniable, but the average type is apt to be a little heavy for a warm day on the moors. In Messrs. Frazer's "Atholl" homespuns and "Antler" tweeds this objection is entirely removed. They are homespuns and "Antler" tweeds this objection is entirely removed. They are all-wool cloths, absolutely feather-weight, of a close yet elastic weave, combining a soft texture with the appearance of the finest Harris cloths. The dyes are natural and the range of shades and mixtures is extraordinary. We have before us a selection of upwards of three hundred patterns, and there is not a harsh or unpleasing tint among them, while some idea of the weight may be obtained from the fact that the whole collection harely turns the scale at a collection barely turns the scale at a pound. In addition to mixtures in every conceivable variety, there are some very pleasing plain cloths, suitable for town pleasing plain cloths, suitable for town wear, and others which would make ideal travelling wraps both smart and serviceable. In these plain goods specially happy effects are obtained in reds and blues, colours which are apt to be rather crude in woollen materials, as a rule, and those of our readers who intend writing for patterns should look out particularly for a deep pinkish red homespun, a new for a deep pinkish red homespun, a new and really beautiful shade. The price of the "Atholl" homespuns is 8s. 6d. a yard, and of the "Atholl" tweeds, 5s. 6d., and the width in both cases is 54in., so that four and a-half yards would schize an arreal cost and skirt. achieve an ample coat and skirt.

The Southern Handbook.

FROM South Africa Company we have received under

the above title an extraordinarily interesting little volume, which the publishers modestly refer to as a "pamphlet," but which is really a very comprehensive guide to one of the most remarkable of British possessions. In the twenty-four years or so since its foundation, Rhodesia has displayed economic to the state of the sta mic resources which promise occupation and abundance to a vast British population in the future. With its industrial possibilities this book deals in the fullest possibilities this book deals in the runest manner. Mining, of course, occupies an important section, but Rhodesia's future lies in farming, and its climatic conditions are such that it would be difficult to put a limit to its scope in this direction. Cereals, tobacco, hay, roots, potatoes, beetroot, coffee and tea are all either established successes or are all either established successes or have given most promising experimental results. European and sub-tropical results. European and sub-tropical fruits, especially citrus fruits, grow to perfection and have a rapidly increasing market. Dairy farming, ranching and stock-breeding are well established. Pigs and poultry afford fine openings to the farmer, and the first great ostrich farm in the country, 10,000 acres in extent, is now being laid down. And in connection with farming, by the way, there are already a hundred women so engaged in Rhodesia, a fact which speaks volumes for its a fact which speaks volumes for its civilisation. General trades are dealt with fully with regard to both sexes. The financial aspect in all its bearings, travelling concessions, land settlements, training farms, farmers' and other industrial associations, railways, posts, commerce, customs, religion, education, sport and social amenities—in fact, everything which goes to make up the Englishman's life in Rhodesia, receive due attention.

has only to haustive index to realise how thoroughly the subject has been dealt with.

Aquascutum Up-to-date.

IT is many years since the merits of Aqua-

scutum garments were first submitted to public approval, and since then they have made good in so marked a manner that praise seems superfluous. Our illustration, however, shows how even weather-coats move with the times as regards cut and style generally. This latest addition to sporting apparel may be expressed in Field Coating or Registered Aquascutum, and for freedom of movement and comfort in any weather, no matter how severe, it would be difficult to beat. Another excellent Aquascutum garment is a motor coat lined with luxurious "Sans-Poid" fleece, fur, leather or silk plush. Exceptionally light, warm and comfortable is the "Eiderscutum,"



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an ideal travelling wrap. And, in addition to the coats for which they have become so justly famed, the firm are now producing an admirable tweed, the "Streccan," made in exclusive designs and a variety of colourings, patterns of which can be obtained from the patterns. which can be obtained from Aquascutum, Limited, 100, Regent Street, W.

Cool Decorations WITH the arrival of for Hot Weather. really warm weather we realise how much

the decoration of our home contributes the decoration of our home contributes to our comfort or otherwise. The impression of coolness does not depend only on good ventilation, though that, of course, is the first essential. A superabundance of furniture, dark, heavy draperies, a "busy" patterned wallpaper will, all or any, give a feeling of stuffy depression to an otherwise cool room. Spacious effects are to be aimed at in summer-time, and these can best at in summer-time, and these can best

obtained by little furniture, light hangings and plain walls. The only objection to the latter, especially in town, is that they soil more noticeably than a patterned paper, and few plain surfaces are really washable. The difficulty may are really washable. Ine difficulty may be surmounted, however, by the use of Hall's Distemper. It has a cement-like surface, which not only affords no hold to dust and germs, but which may be cleaned by sponging with warm water without any deleterious effect upon the colour, and the mere fact of washing the walls has a cooling, refreshing effect upon the atmosphere, while its hygienic value is obvious. With Hall's Distemper, too, one gets a soft tinting without the glare of ordinary paint, which makes a harmonious setting for pictures and furniture, and it is made in so many colours that it would be almost impossible not to find something to harmonise with the existing decorations. Those who have not tested the cool cleanliness of a distempered room should write to the manufacturers of Hall's, Messrs. Sissons Brothers and Co., Limited, Hull, for a booklet entitled "How to Decorate Your Home," wherein they will find every useful hint, both practical and artistic, that illustration and letterpress can provide on the subject. the atmosphere, while its hygienic value is obvious. With Hall's Distemper, too, provide on the subject.

Buildings, Portable THE name of Browne and Permanent. THE name of Browne and Lilly, Limited, of Thames Side, Reading, associated with port-

has long been associated with portable wood and iron buildings of all kinds, and just now it is interesting to consider these admirable structures in relation to holiday use as beach huts and semi-bungalows, such as line the shores of the best holiday resorts throughout the summer. It is essential that, while light and dain'ty in style, these little buildings must be sufficiently watertight and strong to withstand the vagaries the English summer. The materials and workmanship are necessary materials and workmanship are necessary if the structures are to stand a second season's wear, and judging from the increasing number of orders received at the beginning of each season, Messrs. Browne and Lilly evidently fulfil the requirements well; while they may be absolutely relied upon to maintain the same high standard of excellence in the construction of a small bathing hut as a large bungalow. In summer-houses as a large bungalow. In summer-houses and garden-rooms they have some exceland garden-rooms they have some excel-lent designs, and it should be noted that these can be roofed with tiles or thatch if intended for permanent use, while brick and roughcast can be employed instead of wood and iron if desired. Distance or the nature of the building is immaterial to Messrs. Browne and Lilly; they have fulfilled orders all over Europe and even as far afield as South America, and whether it be an hotel, a church, a cricket pavilion or a cow-house, they bring the same skill and care to bear upon its erection. They have just issued a new illustrated catalogue (No. 71), which will give some idea of the nature and scope of their work, and we would advise our readers who contemplate the erection of economical buildings to write for a copy.

Alternative Benefits FROM the North British and Mercantile for Children. Insurance Company, 61, Threadneedle Street, E.C., etc., comes a booklet showing what Convertible Endowments really mean both to parents and children; and when the former realise that by a nominal payment from birth they can give their children extended education, capital to start in business, their daughters a dowry, or a whole life insurance on favourable terms, it is to be hoped that they will study it closely.

RACING NOTES.



A. ROMCH. NAUGHTY GIRL AND WARLINGHAM LEADING IN THE SUMMER HANDICAP.

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LTHOUGH no sensational prices were forthcomingno sensational lots were offered for sale-business in the Sale Paddock at Newmarket last week was sufficiently good to show that there is no lack of vitality in the bloodstock market, and that sellers of yearlings at Doncaster may reasonably expect to find appre-Yearlings apart, well-bred brood mares are in ciative buyers. good demand, foreign buyers being still anxious to secure them; none the less, such a mare as Naughty Girl, by Cyllene, with a St. Frusquin foal at foot, and covered by Bayardo, seemed cheap enough at the 2,400 guineas paid for her by Mr. S. McCreery; nor did the 1,050 guineas paid by Count Lehndorff for Pictonia, by Picton, with a filly foal by John o' Gaunt, and covered by him again, seem dear; for, seeing that fillies by John o' Gaunt inherit the blood of La Flêche, there is always the chance that any one of them may develop into a brood mare of merit. Mr. Cheri-Halbronn was on the look-out for brood mares, and obtained two, both being well bought-Chain Armour, by Earla Mor out of Vincula, with a filly foal by Sunbright, for 800 guineas; and Royal Order, a beautifully bred mare by White Eagle out of Order of Merit, for 600 guineas. Sellers know their own business, but they make a mistake, I think, when they place unduly high reserves on the stock they wish to sell; buyers will bid against one another readily enough, but they do not like bidding against a big reserve. In a weak market-that is to say, when no good buyers happen to be

present-protection of some kind in the shape of a reserve is certainly advisable; but as far as my own experience the knowledge that they are bidding against big and un-known "reserves" serves rather to deter than to encourage buyers. Hence it is that horses sent up for sale by "order of the executors" may always sell well, for in these cases buyers know that the horses put up are for sale, and will be knocked down to the highest bidder.

The first half of the racing is over will, at all events, be over when we come back from Goodwood at the end of next week and yet I doubt much if we know which is the best of the three year olds or of the two year olds. Of the three year olds I myself feel inclined to put Corcyra at the top of the class, but how to deal with the younger generation I do not know, for their " form " seems to vary almost from day to day. In so far that he is good looking, well bred and has not yet been beaten, His Majesty's colt, Friar Marcus, by Cicero out of Prim Nun, has claims to rank as the best of his year-up to now-but to make these claims substantial he must do more than he has yet done. In the Maiden Plate selected for his first appearance in public he beat a big field easily enough, but with the exception of the runner-up-Ranetite -none of his opponents of that day has since done anything worth talking about, and Ranetite is, according to my calculations, a good 15lb. behind such a filly as Lady Josephine. The nextand last-success credited to Friar Marcus was when he gave 6lb. and a sound beating to Bright and Cherry Hinton in the Great Surrey Foal Stakes: but Bright (sister to Sunstar) has yet to win a race, and it was only last week that Silver Tag beat Cherry Hinton by three lengths in the Khedive Plate. Cherry Hinton was, moreover, badly beaten by Desmond M, Benevolent and Rushford (giving 15lb.) in the Princess Plate; so that, look at it how one may, it is rather upon the style in which he won than upon the merits of the horses he beat that Friar Marcus must rest his reputation. Still, he could do no more than win easily, and not knowing anything to his detriment, suppose we accept him for the time being as the best of the two year olds.

What, then, about the others? At five furlongs Lady Josephine might come next, but there are several who would, I think, beat her beyond that distance. I am by no means sure that Let Fly would not do so, or, for the matter of that, Let Fly's stable companion, Follow Up, when he has put on a little more muscle. Then there is Mr. H. Gilbey's Polygram, by Polymelus out Miss Primrose. are we to place him? Ciceromar might be reckoned as being some 20lb, behind the best two year old form.

In the Soltykoff Stakes last week, Polygram gave Ciceromar

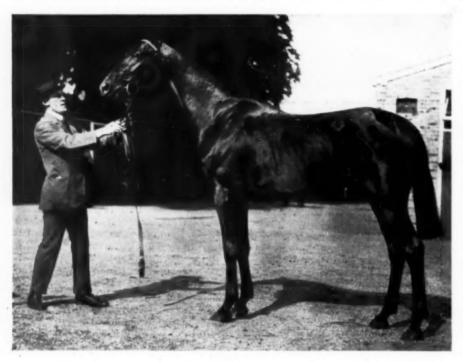
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W. A. Rouch. HAPSBURG.

Winner of the Eclipse Stakes at Sandown Park.

10lb. and a five lengths beating. Supposing that the estimate taken of Ciceromar to be approximately correct, then Polygram would seem to be pretty nearly at the top of the class-perhaps he is-but he certainly did not seem to be when he ran unplaced in the New Stakes at Ascot, or when Silver Spray beat him by four lengths in the Caterham Plate at Epsom. Then what about Colonel W. Hall Walker's colt, Let Fly, by White Eagle out of Gondolette? Here is a colt for whom I myself have a great liking; but leaving purely personal considerations on one side, he has done something. To begin with-it was the beginning of his racing career-he won the New Stakes by a neck, followed home by Roseland (from whom he was receiving 7lb.) and Redfern (even weights). Now, if some allowance is made for a "first appearance," the result of this race left him, say, 3lb. behind Roseland-at five furlongs. His next race-the Exeter Stakes—was over six furlongs, and this he won by three lengths from Danger Rock (to whom he was giving 8lb.), Market (in to my way of thinking, becoming "plainer" and less taking in appearance, even while walking round in the parade ring he looked as sour as it is possible for a horse to look. His subsequent running, moreover, suggested all too strongly that for the future he may be looked upon as a negligible quantity if racing against horses with any pretensions to class. His presence in the field is, besides, undesirable, for he is a source of danger to other horses. Cantilever looked fairly well: no doubt he was well in himself, but had, I thought, gone a bit light in the last few days. Hapsburg, on the contrary, looked, anything, bigger and harder than when I saw him at Newmarket a day or two before he left for Sandown Park. The French colt, Lord Godolphin, is, by the way, a big, "scopey" sort of colt, but runs up light in the middle, and is none too good behind the saddle. I heard, however, that he had "done" badly ever since he left home, and, moreover, that staying rather than speed is his best point. At the "gate" Kennymore's temper went from bad to worse, so much so that the



W. A. Rouch

Winner of the National Breeders' Produce Stakes.

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receipt of 11lb.) being four lengths further away for third place. He is, I think, a difficult colt to ride; but, taking the style in which he stayed on in the Exeter Stakes, together with what he actually did in the New Stakes, into consideration. Let Fly seems to be decidedly in the running with the best of his age. Then there is that charming filly, Bambusa-where should she come in? That I hardly know, but there is no getting away from the fact that she only failed by half a length in the attempt to give 7lb. to Lady Josephine in the Acorn Stakes. Has she, wonder, ever really recovered from the effects of that tremendous effort? Then Lady Josephine herself beat Costello at weight for sex by two lengths in the Coventry Stakes, form which puts her pretty high up among the two year olds. Others there are with claims difficult alike to ignore or to estimate at their proper value. For the time being we may, perhaps, separate the two year olds into groups, leaving their final placings for further consideration. Friar Marcus, Roseland, Let Fly and Polygram might make Group No. 1. In Group No. 2 we might place Lady Josephine, Bambusa, the Lady Hamburg colt, Silver Spray, Calder Vale, Archiestown and Sunfire. Group No. 3 will be found the names of Redfern, Ranetite, King Priam, Eager Eyes, Fairy Dream, Colour System, Silver Tag, Vervaine, Rushford, Crevasse, Elaine (we shall have to move this filly up later on) and the colt by Orby out of Glaze. Ciceromar or Volta would, perhaps, head Group No. 4, in which we might, too, place Desmond M. Cheshire Cat I have left out, for he is a gelding. Leaving the two year olds just mentioned to make or mar whatever their present reputation may be, space must be found in which to say something about the race for the Eclipse Stakes. In condition Kennymore did justice to the famous trainer in whose care he is, but there, I regret to say, praise of Sir John Thursby's colt must end, for besides, riders of the other horses-of Hapsburg and Honeywood in particularmust have been relieved when at last the signal to go was given. As far as I could see, although not one of the first away, Kennymore got away quite well enough to win the race if he could or would. Hapsburg was the first of the runners to show clear, and there the story of the race might end, for, setting a good gallop all through, Sir E Cassel's colt was never overhauled, never looked like being caught, and ran on to win easily by two lengths from Honeywood, three lengths behind whom Kennymore was persuaded to fill the third place. For a few strides Sir John Thursby's colt did look dangerous, but heart or temper failed him, and his effort Hapsburgwas not sustained. without being ridden out-covered the mile and a quarter in 2min. II 1-5sec., but the record for the race, 2min. 7 3-5sec., still stands to the credit of Diamond Jubilee, the Eclipse Stakes winner in 1900. It remains to congratulate Sir E. Cassel and Halsey, to whom is due all the credit for the gradual improvement effected in Hapsburg-a Sledmere-

bred colt by Desmond out of Altesse, bought by Sir E. Cassel for 3,200 guineas at the sale of the Sledmere yearlings the year before

ANSWERS TO CORRESPONDENTS. AFRICAN BIG-GAME TROPHIES.

CONSTANT READER.—African trophies are of no great value unless absolute ' are difficult to dispose of. Your best chance is to find a private purchaser. and are difficult to dispose of.

and are difficult to dispose of. Your best chance is to find a private purchaser.

HOLIDAY RESORTS.

A DELIGHTFUL DUTCH WATERING-PLACE (K. H. S.).—Scheveningen most certainly, if you desire a change from English watering-places. The bathing is excellent, and it is pleasantly cool at this time of the year, owing to its aspect being open to the North Sea. The hotels are first class, and the Lamouraux—one of the very best European orchestras—has been engaged for the season and gives two concerts daily in the Kursaal.

THE ENGLISH SEASIDE (R. F.).—No places in the world can be found which are more delightful than the English resorts on the East and South-East Coasts. As you live near Amiens, Folkestone is very convenient. Brighton, equally accessible, would be cooler. Both have excellent hotels. Coolest of all are the Norfolk and Yorkshire resorts. Cromer with its woods and Whitby in easy reach of the moors are equally attractive.

MOTORING.

to Bruxelles and home.

GARDENING.

GRAPES WITH BROWN SPOTS (G. E. M.).—The grapes are suffering from what gardeners term "scald." This is caused by moisture condensing on the berries during the night and the sun then shining on them early the next morning. Carefully cut ont all tited feeted berries, and in future take care that top and bottom ventilation of the house afforded early in the morning, before the sun becomes powerful enough to do injury.

Violas and Pansies Not Doing Well (Zero).—There is no doubt that the fails of your plants is due to the fact that the flowers were allowed to develop as soon as the were planted. All flower-buds should be picked off for at least a fortnight after planties that the roots have an opportunity to become established. Subsequently all deflowers should be promptly removed.



E hear a good deal of the necessity that women should have a voice in architectural design. It is urged that their intimate knowledge of all the details of housekeeping would prevent blunders that mere males are apt to make. A house, by feminine standards, should be a Paradise of unlimited cup-

boards and of convenient devices for saving labour. This is true enough in principle, and any man would agree; but it must not be forgotten that labour-saving devices are very expensive items. It is very desirable that bedrooms should be

fitted with basins, flowing for ever with hot and cold water, but even in houses of some dignity and importance the architect is generally constrained to omit these desirable things owing to the stern logic of economy. When it comes to labourers' cottages such as we are considering, the most that the architect, whether male or female, can ensure is the convenient planning of rooms. It

| WC | SC | BR.2 | BR.3 | BR.2 | BR.3 | BR.2 | BR.3 | BR.3

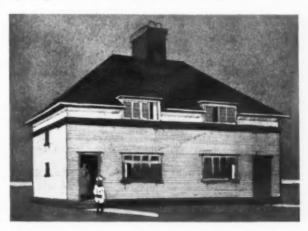
is, therefore, disappointing to record that of the designs by feminine hands which the assessors considered, only two, now reproduced, had any merit. Miss Annie Hall's design for parlour cottages of the Yorkshire North Riding type shows a somewhat extravagant amount of space devoted to passages on both floors, and two windows to the larder, which is unnecessary; but the plan is convenient. The low pitch of the roof makes it more appropriate for slates than for the pantiles which were specified, and it is likely that the rain would find its way in, unless the tiles were very carefully laid and torched. The general appearance of the exterior is inoffensive, but it is not possible to say more. Miss Mary Shewen did better with her design for the Herts

PRINCIPAL ELEVATION

ECC
FL
SC.
BR 1.
BR 2.
CROUND FLOOR FIRST FLOOR

PARLOUR COTTAGES: YORKSHIRE NORTH RIDING.

type. The plan is quite normal and convenient, closely resembling many of those which secured the first prize for various



Mary Shewen.

HERTFORDSHIRE TYPE.

types. The coal place is not ideal, because it has no outside door or shoot, and as coal merchants do not deliver in sacks in country districts, the scullery would be made very dirty with



the coals coming in. Miss Shewen has provided two cupboards in the principal bedroom. The elevation is simple and seemly, but there does not seem very much point in the projecting band of brickwork under the dormer windows.

Last week we illustrated some plans of parlour cottages which were submitted in our

CROUND FLOOR FIRST FLOOR
PLANS
DESIGN BY HERBERT A. WELCH.

National Competition, and the parlour question is of such perennial interest that we may well refer to it again.

LIVING

In connection with the place of the parlour in the general housing problem, there are some illuminating facts in two *Lectures on Housing*, by Mr. Seebohm Rowntree and Professor Pigou, just published at Manchester by the University

Press. Mr. Rowntree estimates that between 65 per cent. and 80 per cent. of the working people in this country dwell in houses which have a living room opening directly from the street, a small scullery and two bedrooms much more frequently than three. fourth of the total dwellings of this country have less than four rooms. The percentage of

SC. BR.3.

BR.1

CROUND FLOOR FIRST FLOOR



BUCKINGHAMSHIRE TYPE.

Longden and Jones

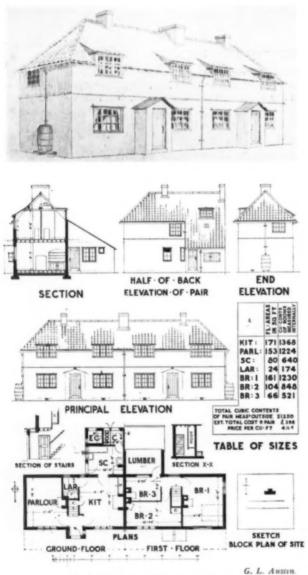
workers who dwell in the comparative luxury of a parlour cottage cannot exceed between 10 per cent. and 20 per cent. of the total. It is inevitable that these conditions will be improved now that the public conscience is thoroughly aroused, and it cannot be said that the further plans for parlour cottages now illustrated show an excess of accommodation.

Mr. H. A. Welch's design shows more dormers than are consistent with economical construction, but the elevations have a good effect. It is a doubtful point in planning to ventilate the larder from the back porch. Messrs. Longden and Jones submitted a very satisfactory design, but the position of the coal place and the angle fireplace in the sitting-room are rather doubtful features. The design, however, would have been closely in the running for the first prize if its authors had

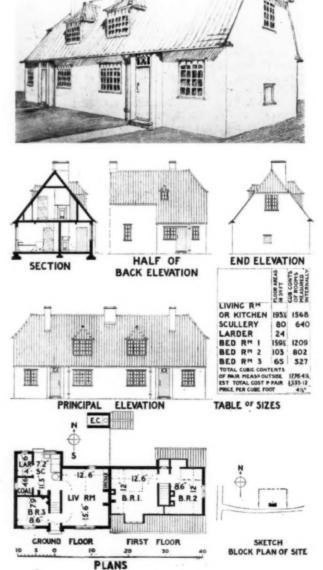
not provided rooms considerably larger than the conditions demanded.

For the Yorkshire North Riding type, Mr. G. L. Austin's design was better in plan than in elevation. The porches are of the bathing machine type, and give a somewhat disturbed character to the front.

The design submitted by Mr. Alan Royds for the Suffolk type was not intended as a parlour cottage, but as the third



YORKSHIRE NORTH RIDING.



SUFFOLK TYPE.

Alan F. Royds.



bedroom is on the ground floor it may be regarded as one which two sleeping rooms only. Mr. Royds has successfully interpreted the vernacular of the neighbourhood, though it is more usual to find complete gables at the ends than to have them partially hipped. dormers

CROUND FLOOR FIRST FLOOR

R. M. F. Huddart. YORKSHIRE NORTH RIDING TYPE.

front are a little large, but not too big to give adequate light to the chief bedroom. The downstairs plan is well contrived, and the scullery cannot be used with any approach to comfort as a sitting-room.

For the Yorkshire North Riding class, Mr. R. M. F. Huddart submitted a design which would have been very satisfactory if it had complied with the conditions; but they specified that the scullery was to be in a back addition, whereas it is included in the main block. For any district, however, where there is not this requirement, the general plan is very satisfactory, and the front is well managed, with a slight recess between gabled projections in order to avoid the necessity of dormer windows.

TENNIS.

MR. E. H. MILES v. PETER LATHAM.

NLY one match was played last week in the Lord's Court, a somewhat marked contrast to the feverish activity of the previous week; but if quantity of play were absent, there was no doubt as to the presence of quality in the match in question. Mr. Miles in particular put up a very fine game indeed, and the only regrettable point about the match was that Latham had had no previous practice in the court at Lord's. As a matter of fact, he had not had a game there for two years, and not even so great a player as he can possibly master the idiosyncrasies of the Lord's Court at once after so long an absence from it. He confessed, after the match, that for the major portion of the first set he was quite unable to judge the pace of the ball on the floor, and was feeling for it instead of meeting it with confidence. Most of his practice lately has been in Mr. J. O. M. Clark's court at Troon, where the behaviour of the ball, both off wall and floor, is very dissimilar to that in the Lord's Court, and considering the circumstances be not up a presented fifth. and considering the circumstances he put up a very good fight against Mr. Miles, who, in his favourite court, gave a really fine display. On the last occasion on which these two players met, Latham conceded the odds of 15, which on Tuesday were reduced to 15 for a bisque. This reduction really counted for nothing, as Latham forgot to take his bisque in both the first and second sets and in the third only took it to make the score and second sets, and in the third only took it to make the score deuce in the ninth game, whereupon his opponent took the next two strokes and the game and set. In the first set Mr. Miles at once took a lead of three games, his opponent making many mistakes in endeavouring to return balls from the corners of the court. On the other hand he was stopping Mr. Miles' favourite boasted force with accuracy, and the latter very wisely favourite boasted force with accuracy, and the latter very wisely changed his usual tactics and played much more on the floor than he generally does. This move was successful, and having none the worse of the play in many long and interesting rests, he took the first set at 6 games to 3. He then went to 4 games to 1 in the second set, when Latham's game underwent a great improvement. Playing with a lot of cut and a powerful stroke on the floor, and making some delightful backhand volleys, he rapidly won two games and very nearly squared the set at 4 games all. But Mr. Miles at this point had a special brain-wave; finding himself out-played in the floor game, and his boasted force of no avail against his adversary's accurate volleying. he drew another weapon from his armoury of attack and made a determined onslaught with a hard, straight force on the left-hand corner of the dedans. This turned the scale in his favour, and though Latham reached 4 games to 5 he could get no further and lost the set by 6 games to 4. It was a pity he did not take his bisque in this set, for it might have made a lot of difference,

his bisque in this set, for it might have made a lot of difference, if wisely taken, and had he won one set there is no knowing how the match might have gone.

In the third set both players were evidently feeling the effects of the heat, and the play deteriorated slightly. More mistakes were made and the forces for the openings were not so accurate, many balls finding the penthouse. The one exception was Mr. Miles' straight force for the left-hand covere of the dedans. accurate, many balls finding the penthouse. The one exception was Mr. Miles' straight force for the left-hand corner of the dedans. Having brought this weapon into use he stuck to it, and it rewarded him admirably. The last two strokes of the match were admirable examples of it; each found the opening, just out of Latham's reach, at a point about a foot from the corner and a foot above the battery wall. He won the set by 6 games to 3 and the match by 3 sets to 0, 18 games to 10, with scores 6—3, 6—4, 6—3, a well deserved victory.

A. R. H.

LAWN TENNIS NOTES.

A VETERANS' TOURNAMENT.

OTTINGHAM, in its twenty-eighth year, had a programme which was quite a roll-call of veterans. There were several playing who had attended the meeting in its early years, when it was held on the Castle Grounds, and later at Trent Bridge, before it moved to the magnificent courts and picturesque surroundings in the Park, where it has now been long established. To see the names of W. V. Eaves, G. C. Ball-Greene and G. W. Hillyard in the lists carried one back to the days of the Renshaws, and when to these were added those of A. W. Gore and C. P. Dixon (jun., it is true, to the earlier names, but still qualified to play in veterans' events), it was clear that there might be some interesting comparisons of the style of play of the older and the younger school. I should add also the names of a famous local pair, G. N. Brown and H. D. Snook, to beat whom, either in combination or singly, is to-day the proudest achievement of combination or singly, is to-day the proudest achievement of young Midland players, and seldom do they accomplish it. The combination or singly, is to-day the proudest achievement of young Midland players, and seldom do they accomplish it. The younger generation, unfortunately, was not so numerously or strongly represented at Nottingham as it might have been; but Hope Crisp, last year's Cambridge captain, and C. N. Thompson, his this year's successor, J. M. Hillyard and G. S. Fletcher were competing. Well, what happened? Gore and Dixon fought out the final of the singles in a five-set match which lasted more than two hours under a hot sun. Gore had disposed of Thompson, and Dixon of Crisp, on their way to the final, only losing a few games in each match. The final was a really good match, and if any of the Davis Cup selectors were present, they must have been unpleasantly conscious that in discarding Gore on the ground that he could not last," they had been very completely mistaken. The ex-champion showed tremendous resolution when things were going against him in the final set, and pulled the match out of the fire with all his old pluck and dash. So much for the singles. The doubles finalists were Hillyard and Dixon and Gore and Crisp, and the latter pair only just managed to dispose of Ball-Greene and Eaves in the third match in Friday's rain that these two played. Dixon and Ball-Greene were in the final of the mixed, so that the veterans had about as good a tournament as they have enjoyed for some time past; and to ton all C. W. Hillward. played. Dixon and Ball-Greene were in the final of the fi

THE DAVIS CUP.

England, having survived the preliminary ordeal of the matches with Belgium and France with a fair amount of credit and the loss of only one match—the doubles against France—has sent her team out to the States, there to await the winner of the Australasia-Canada-Germany half of the draw at Boston on August 6th. That Australasia will be the survivor is hardly on August 6th. That Australasia will be the survivor is hardly open to doubt. Whether we can beat them, or even make a good fight against them, is more a matter of hope than expectation. fight against them, is more a matter of hope than expectation. There is one factor that may improve our chances. Our men will be practising on the courts at Boston, where the final tie will be played, and thus be becoming acclimatised, whereas the Australians will be having a pretty hot time at Chicago in their other matches, though it is practically certain that Germany will not send a team this year. But in any case, acclimatised or not, I do not fancy our chances against the very strong Australasian team in the final, nor do I think that whichever side wins that match will dispossess the United States. whichever side wins that match will dispossess the United States in the Challenge Round. The Americans will strain every nerve to win, and it is not easy for visiting countries to win matches in America. It is about a dozen years since we did so, and Australia have never yet made the attempt. The chief benefit we shall derive from our attempt to regain the Cup this year will be the practice given to our younger players in matches of international importance; and though some of our older players may feel sore at not having been selected, they should be content to know that the experience gained by the younger men in this year's matches may result in the regaining of the Cup in a year or two's time, when the veterans, however willing, would have to recognise that they were no longer able to stand the strain of such exacting and exhausting encounters. F. R. B.

NOTES. KENNEL

MORE ABOUT SCOTTIES.

N writing last week's article on Scottish terriers I asked Mr. W. P. C. Begg, whose kennels were under review, if he would kindly give me his experience of the temperament of our sturdy little friends. Unfortunately, his letter reached me too late, so here it is. He has kept many breeds, ranging from gundogs through the various species of terriers down to the toy Pomeranian. The Pomeranian craze, terriers down to the toy Pomeranian. The Pomeranian craze, he thinks, was due to a mental aberration, which was neither acute nor of long duration, and he proceeds to write: "Gundogs are highly qualified specialists, who in their own particular line compel our profoundest admiration for their sagacity, wisdom and manner. But, outside of their métier, they are not what I should call companionable dogs—chums. They are always what I should call companionable dogs—chums. They are always servants, and, like good servants, are ever ready and waiting for orders. Their sense of servitude is so predominant that they can rarely, if ever, look upon themselves as friends of the master. Not so with the Jocks—my pet name for the Scottish terrier. Jock knows and feels that he is the companion of his master. He is Scotch, and naturally has that inborn feeling of self-confidence and reliability in his own prowess which brings him out on top always. He knows he has many, many things which his master lacks. He hears the strange foot long before you do. It is his low rumbling note of warning that puts you on your guard. He pities you because you scold him for growling at the hungry tramp. He can bring you to the best place for rats, and waits while you bolt them for him to crush in his powerful jaws. It is a standing enigma to him why you do not trot round to jaws. It is a standing enigma to him why you do not trot round to the kitchen door and cultivate the cook. 'Really, you are wanting in many things,' says Jock of his master; hence his air of superiority and surpassing wisdom.

'The real Scottish terrier has a most characteristic facial expression, which, I am sorry to say, is fast disappearing among show Scottish terriers. The mad stampede of 'fanciers' expression, which, I am sorry show Scottish terriers. The mad stampede of 'fanciers — most hateful of words—after points is fast and surely giving us something which is called a Scottish terrier, but by no means is a Scottish terrier. Jock is a thinker, a philosopher, and seer. His soul is oppressed by the crass stupidity of all things created, and he shows all this in his countenance. There should be a cast and he shows all this in his countenance. There should be a cast of thought upon his face even when he is a puppy and knows of thought upon his face even when he is a puppy and knows naught of men and dogs and things from personal experience. A friend of mine hits off the Scottish terrier expression thus: 'A Scottish terrier should look like a Kirk Elder the morning after a glorious fuddle. Remorse for hard-earned money squandered and time wasted. The disgrace of such conduct, the sair recollection of persons and incidents of yesterday. The racking uncertainty of whether it was the Minister or the banker (overdraft lying) whom he met and cursed by all the gods. Never, never again.' Ye 'fanciers' and all-rounders, leave us this typical Scottish terrier expression!

"I am at one with Mr. McCandlish on the question of fronts, or, to be less technical, on the conformation of the front legs. The 'fancier,' particularly the English 'fancier,' is now out baldheaded, as the Americans say, for straight fronts. We found the Scottish terrier as Nature made him—viz.: with bent pasterns and big strong feet. Now, Nature is by no means an

pasterns and big strong feet. Now, Nature is by no means an ass, nor does she act without reason. Look at all the muscular, ass, nor does she act without reason. Look at all the muscular, low set dogs, and you will find that they are a trifle bent at the pasterns. The Scottish terrier could never break the record for 100 yards, nor was he ever designed to do so. The writer has at the present moment over forty Jocks, ranging from three weeks to eight months old, all of which are of the old working type, and according to the scheme of Nature. Yes, I have 'show' dogs, and I have spent considerable money in travelling over the British Isles attending the shows, and it is the same fatuous shibboleth everywhere—points. money in travelling over the British Isles attending the shows, and it is the same fatuous shibboleth everywhere—points, points, points. I have seen some very magnificent specimens of points which were very poor Scottish terriers. Quite recently, I must not be too exact, a beautifully typical Jock was entered at a championship show in a championship class open to all breeds under an all-round judge. The judge rejected the Scottie. When asked afterwards what fault he had to find, he sapiently replied: 'The neck was all wrong; too short and thick. I like them with long, fine necks.' The owner said nothing, but struggled to the refreshment room to see an Irish friend of his yelept Hennessy. And that particular Jock had been held up to an admiring crowd of Scottish terrier men as the perfection of neck and shoulders!"

PERFECT FRONTS.

Well, Mr. Begg has given us something to think about. This little matter of fronts happens to be one in which I am in accord with him. Not being endowed with mechanical genius, perhaps it is unsafe for me to offer an opinion based on this science, but I well remember that when in my novitiate days I was sitting at the feet of the late Sir Everett Millais, picking up crumbs of wisdom on basset lore, he impressed upon me that the crooked legs were Nature's provision for supporting a weight

beyond their size, and he stoutly maintained that this conformation was more suitable than straight legs. Experience led me to agree with him, for I found the bassets with legs correctly to agree with him, for I found the bassets with legs correctly crooked remained sounder much longer than those on straight legs. Of course, it is necessary to understand clearly what is the true shape. Below the knee the legs must turn outwards, and they must also be set on perfectly clean at the shoulder. Once get this formation on a basset, he will rarely ever go unsound with advancing years. The straighter-legged ones, I noticed, went over at the knees in a short time. They were also inclined to be longer on the legs, which was another indication of a future necessity for crutches The straighter-legged ones, I noticed, went over at the knees in a short time. They were also inclined to be longer on the legs, which was another indication of a future necessity for crutches. Possibly some reader learned in stresses and strains and other mysterious things pertaining to the world of physics may enlighten us. It would be interesting to know. My own knowledge is purely empirical. Certainly, to me there is nothing obnoxious in the sight of a short-legged dog, whether basset, dachshund or terrier, with this inward and outward formation of treat. A. CROXTON SMITH.

CORRESPONDENCE.

CAIRN TERRIERS

Sir,-I have been asked by several Cairn terrier owners to comment upon the article in your issue of July 4th. Now, I have written so extensively, both in this country and America, upon the merits of the real Cairn terrier and the lamentable pitfalls into which many of its would-be exponents to-day are falling, that I am sure it would only weary not alone myself, but many of your readers, were I to reiterate my ideas or experiences. But as one of those your readers, were I to retterate my ideas or experiences. But as one of those of whom Mr. Campbell says, "A great many of our modern breeders are always writing about keeping the Cairn pure and away from the Scotties," I may add that unless the breed is kept pure and away from the "Scotties," the Cairn terrier as Cairn terrier is doomed. And surely Mr. Campbell himself allows it-though in a somewhat roundabout fashion! He says, my young days there were no Scottish terriers, and the Scottie of to-day is only a cultivated Cairn terrier." And again, ". . . there is a good deal of the old Cairn terrier in the West Highland white terrier . . . in my of the old Cairn terrier in the West Highland white terrier . . . in my young days there were no West Highland white terriers in Skye." Good! There was the Cairn, the pure, unadulterated fight-to-the-death Cairn. Out There was the Cairn, the pure, unadulterated fight-to-the-death Cairn. Out of his own mouth is Mr. Campbell proclaimed—there were no Scotties, there were no West Highland white, but there were Cairns—at least there was "the dog," just the little Highland "dog," pure, absolutely pure, as to breeding, but usually known not as "Cairn," but as "the dog." So much is granted, and the very truth of it surely makes us ask, "But why should we retrace our steps backwards through adulteration and amalgamation to get home to the pure breed?" Why not start again with purity and this time keep to it? It is not dead and cold, that old pure Cairn blood; certain strains are still to be found unadulterated in a few of our kennels. If strains are still to be found unadulterated in a few of our kennels. If Mr. Campbell and the rest of us see to it that we breed from pure stock, all argument and controversy as to what constitutes a Cairn terrier is done with, There is not one drop of Scottie or West Highland white terrier blood in fine old Cuilean Bhan; therefore I have a great-great-grandson of his in my kenrel. There is no alien blood in Cairn Reich; therefore I have seen to the acquirement of his son. And there are other strains as pure for those who have eyes to see and ears to hear. If Mr. Campbell will let purity be the foundation of his kennel, he will have no occasion to buy "Cairns" bred from "cross-breds," as he admits his own are. Let well meaning but blundering novice breeders and exhibitors invest in a pure-bred Cairn dog and bitch, and their troubles as to "type" are over; they will have before them the immense task of breeding uniformly handsome Cairns; but that is where of warning: they will not get a "short back" if they breed pure, neither will they get a "small dark eye," for these two hideous (to the lover of the original breed) atrocities came with the Scottie cross, and, thanks to the very strength and virility of the real old Cairn, his adulterators do not find the short back, and more especially the "small eye," easy to breed in without denoting clearly the source from which they sprang. Count the "small dark eye" in comparison with the beautiful true Cairn eye on the show bench, and the number will be found very much in the minority. Again, the "fawn-coloured Cairn" is essentially not "purely the result of crossing with the West Highlanders" (I am taking it that Mr. Campbell means the West Highland white); in some cases, which hardly interest me, it may be so. but from an old kennel it generally shows the pure, unadulterated strain of the Cuilean Bhans and frequently the Calla Mohrs. One more comment, and one only. The harsh Scottie coat is not, and never was, the Cairn coat. The Cairn coat is the most wonderful coat in the canine world. It is warm, comforting, above all, kindly to the touch, hard (not harsh) on the top, with a thick, thick undercoat that neither rain nor storm, nor yet a Highland mist, can penetrate, the two combined making a covering that, though drenched for hours, is dry in five minutes. There are very few real Cairn coats on the show bench, and I sometimes think it is because exhibitors honestly do not understand the texture of the coat as it should be that the Scottie coat is being sought after.-Noney Fleming.

[There is not much doubt that the Scottish, West Highland white, and Cairn terriers come from the same source, and that the last named is nearest to the original. Judging from pictures, the Scottie of to-day has changed a good deal in the course of years, and it seems rather a dangerous experiment to use him with the Cairn for the purpose of getting the old type.—Ep.]

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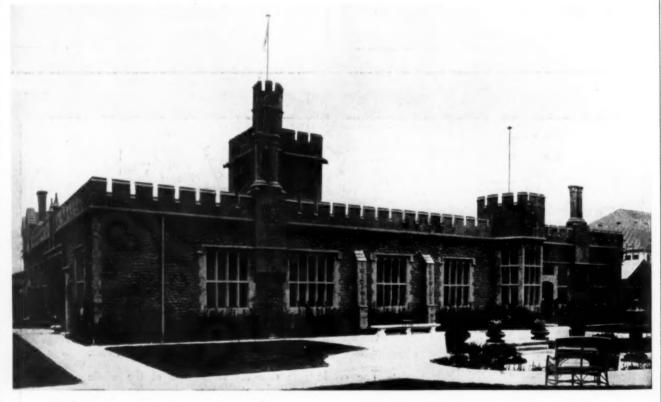
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AGRICULTURAL NOTES

THE EXPERIMENTS AT WOBURN.

Saturday I joined the party of members of the Royal Agricultural Society who went down to Woburn to view the various experiments that are being carried AST on there. Dr. Voelcker made an excellent cicerone, while the day was all that could be desired. The first call while the day was all that could be desired. The first call was made at the Charity Farm to view the calf-rearing experiments. In the spring of 1912 an experiment on the best way of rearing calves from birth was carried out. This year the experiment has been repeated, except that autumn calves instead of spring calves have been used, and that the artificial feeding has been extended from nine to twelve weeks. The calves were divided up into groups. Lot 1 were fed on cod-liver oil 4\frac{1}{4} gallons, separated milk 259 gallons, and whole milk 39 gallons, the cost of this food working out at 2s. 0.67d. per calf per week. The gain of weight was 314lb., or 54lb. per calf per week, each pound gain of live weight being 377d. These calves at present did not have a very good appearance. Lot 2 were fed on Calf Meal A; 221lb. of this were used, separated milk 197 gallons, whole milk 20\frac{1}{2} gallons, a net per calf per week. The gain of weight was 314b,, or 374lb. per calf per week, each pound gain of live weight being 377d. These calves at present did not have a very good appearance. Lot 2 were fed on Calf Meal A; 221lb. of this were used, separated milk 197 gallons, whole milk 20½ gallons, a net cost of £3 15s. 1d. The cost of feeding was 1s. 6-77d. per calf per week. The whole gain was 316lb., or 6-58lb. per calf per veek, the cost per pound live weight, looked harsh in the coat and generally unpleasing. Lot 3 were fed on gruel consisting of oatmeal 154lb., linseed 28lb., separated milk 227 gallons, whole milk 37 gallons, total cost £4 19s. 7d., or 2s. 10-83d. per calf per week; the total cost was £9 11s. 7d., or 2s. 10-83d. per calf per week; the total cost was £9 11s. 7d., or 2s. 10-83d. per calf per week. One of the calves of this group was ill. Taking the other three the gain was 232lb., or an average of 6-44lb. gain per calf per week. The total gain of 274lb. in the twelve weeks accordingly came to 5-71lb. per calf per week, each pound costing 4-33d. These presented the appearance of a very thriving set of calves. Lot 4 were reared on whole milk; 3.41 gallons were consumed, costing £12 15s. 9d., or 5s. 3-93d. per calf per week; the total cost for the whole period was £17 7s. 9d. The total gain was 398lb., or 8-20lb. per calf per week, each pound live weight costing 7-71d. These calves showed all the characteristic bloom of calves reared on whole milk, and is specially interesting as affording some idea of the present policy of pedigree calf-rearing. Lot 5 were fed on separated milk and crushed oats and 1 gallon of whole milk; then the final feed was three-quarters of a pound per day of crushed oats and seven-eighths of a gallon of separated milk; this, with the first whole milk, cost £4 16s. 9d. or at the rate of 2s. 0-19d. per calf per week. The gain in weight was 398lb., or 8-20lb. per calf per week, which, it should be noticed, is identical with that obtained by using whole milk. but the cost is much l

WITH MANURES

The various treatments with artificial manures produce about average results, the value of lime being still very apparent. A most interesting feature is the raising of the magnesia content of the soil. This hitherto has been mainly worked out on pot culture lines, and tended to show that English soft wheats might be made to take on the hardness of Colonial wheats by raising the magnesia content of the soil. The disadvantage of these pot experiments was that they did not afford a sufficiency for a milling test. To overcome this, last year a field experiment was made, and this brought out a most remarkable feature—that it so altered the character of the plant that birds came and ate up nearly all the crop while it was in braid. This year the same result followed, the birds making a determined raid on the wheat sown on the magnesia treated soil, and now that the wheat has come into ear the raid has been renewed. There wheat has come into ear the raid has been renewed. There must certainly be more than a coincidence in this. But there is a probability that a sufficiency will ripen to afford a milling sample. The effect of magnesia was also visible in the mang.l crop that followed last year's wheat. The colour of the leaf is quite different and the leaf-stalk is shorter; in fact, it appears to have a dwarfing habit very similar to the Japanese tree system, while the plant appears healthy in the extreme. A most curious result is also shown in the experiment of laying

ground down to grass on a field of Oxford clay. This was dressed with 8cwt, of basic slag without result, but when rewt. of sulphate of potash was added the increase in the crop was most noticeable. This has been found out to be also the case with some of the other heavy clay lands, which on analysis show an abundance of potash, yet it is evidently not in an available form. It is rather singular that neither kainit nor muriate of potash brings out the same result that sulphate of potash in combination with basic slag does on these farms. It was a pity that more tenant farmers were not with the party.

E. W.

POLO NOTES.

THE FINAL OF THE CORONATION CUP.

HIS tournament, which produced three of the most interesting games of the season, was brought to a successful end last Monday. The result has been that the 12th Lancers' team stand out as the most successful of the season. They won the Inter-Regimental after a most exciting match against the 1st Life Guards. They beat in turn the winners of the three open tournaments—the Champion in turn the winners of the three open tournaments—the Champion Cup, the Ranelagh Open Cup and the Roehampton Cup. These three teams contained the best players of the day. The 12th Lancers, however, were the best balanced team, and certainly the best mounted, of the season. They stayed well, and they combined (and this is especially true of their forwards) at least as well as their opponents. In the stress of a hard game they have a great variety of strokes. It was their half strokes, so deftly used, that defeated the 1st Life Guards. It was their sound defence which enabled them in their earlier matches to make use of their superior combination in front, when the rare opportunities of attack offered against the Old Cantabs. This latter team could press, but they could not score; the Lancers could score, but they could not press. In this case, no doubt, it was their ponies and their No. I which turned the scale. The final was against the Cavalry Club, which is a composite team made up of the pick of three regimental teams. Here, again, the pluck and ponies of the Lancers told. They had to play an uphill game, the score being at one time 4 to I against them, but this team have shown great pluck, for we must not forget that every one of the ream, except Captain Badger, against them, but this team have shown great putck, for we must not forget that every one of the team, except Captain Badger, was knocked out in the course of the previous fortnight. It is interesting to note that their ponies were rather smaller than some of those now playing, but they seemed to suffer little when it came to riding off in a game.

COUNTY POLO.

We are able to say that the season in London has been a most successful one, and the County Polo Week no less useful to county polo than its predecessors. Indeed, I think that the efforts of the County Polo Association to provide play for the country players who have not the advantage of London practice country players who have not the advantage of London practice or regimental training is worthy of our best support. The country players showed excellent horsemanship and, in many cases, were hard, effective hitters. But many of them need to come under the restraining influence of a practised umpire, and others need to learn to gallop. We all of us know that it is a very different thing to be the best player of a country club and to find one's-self on a London ground and expected to gallop. What I think the County Polo Association will perhaps find it expedient to do will be to appoint an official umpire to visit the county clubs and bring the players into line with the observance of the rules, and at the same time to give the teams a little quiet coaching and at the same time to give the teams a little quiet coaching and to disturb local complacency. Unfortunately, this would cost money, and the funds of the County Polo Association are not as rich as they might have been had the rule been passed to widen their membership and increase their revenue

UMPIRES AGAIN.

The result of the week's polo, both in the County and in the Inter-Regimental, has been once more to draw our attention to the necessity of good and vigilant umpiring. We urge as strongly as possible on the Hurlingham Committee the necessity of taking the whole question of umpiring into consideration. We have during the past week come within measurable danger of three serious accidents, and we have had one case, to which I referred last week, in which the captain of a team has been most unjustly blamed. Rules are rules and should be enforced to the letter, but this should be done not by the players but by an umpire responsible to the Hurlingham. Committee. The Indian Polo Association, which has exactly the same sources on which to draw for its authority as the Hurlingham Club, controls the appointment and lays down the duty of the umpires. This is a matter which every governing body which is ultimately responsible for the reasonable safety of players must consider and control. It would be wise of the committee to make sure that they carry with them all the leading clubs. If they do this they can do anything. What we want chiefly is that umpires should be competent, should be sufficiently well mounted and should have absolute power on their own initiative to inflict or withhold a penalty. The penalty should be inflicted rather on the offender than the side, and I would warn and, if necessary, suspend players for dangerous, conduct. The result of the week's polo, both in the County and in

SHOOTING NOTES.

THE BISLEY MEETING: THE ASHBURTON.

OR the Ashburton the conditions were fairly easy at 200yds. in the morning, but in the afternoon there were times when to judge the wind, even on the 500yds. range, required a considerable amount of skill, as there were disconcerting little swirls in it, and just as one was about to fire one would see the near flag down, and perhaps another flag blowing the other way two up the line, so the knowledge bought by long Bisley experience told one to lessen one's wind allowance by 2deg., but to make such changes with certainty and to appreciate such slight differences is somewhat beyond the usual schoolboys' knowledge and skill, as the 500yds. scores show, for it is far easier to judge a wind varying 6deg, than one with sudden lulls of 2deg, or 3deg. But for those teams that finished early the 500yds. conditions were by no means difficult. As usual, fortune favoured those who shot quickly without wasting time in their preparations, or by unnecessary deliberation. The scores were as follows:

WINNERS OF THE CHALLENGE SHIELD AND SILVER MEDALS. SEDBERGH.

			CONTRACTOR CONTRACTOR				
Cantain	of	Team	Cadet-Officer	W.	T	Fan	

				Yards.
			200	500 Ttl.
Lance-Corporal E. A. Collier			 33	33-66
Private P. K. Digby-Jones	0.0		 33	33- 66
Corporal R. G. Mountain		0.0	 31	33- 64
Corporal A. H. Lee			 31	32- 63
Cadet-Officer W. L. Fawcett			 32	29- 61
Private J. G. Hutchinson			 29	31-60
Cadet-Officer La Touche			 32	28- 60
Lance-Corporal D. Tuke			 32	24- 56
			-	-
			253	243-496

WINNERS OF THE BRONZE MEDALS.

		ETON.	7,			
Lance-Corporal T. F. F.	I. Fr	emantle			32	33- 65
Private M. H. Gibson					30	33- 63
Private the Hon. D. E.	F. 6	O'Brien			31	32- 63
Corporal the Hon. T. C	. P.	Corbett			29	33- 62
Lance-Corporal E. F. I	I. Sn	nith	0.0	0.0	30	31- 61
Private G. H. Burgess			0 0		30	29- 59
Private D. A. Casey	0.0	0.0	0.0		32	27- 59
Private T. H. Beit		* *		* *	31	27- 58
					-	
					245	245-490

WINNERS OF THE SMALL BRONZE MEDALS.

HARROW.

Cadet W. A. Stirling	0 0			31	33- 64
Lance-Corporal A. M. Ogilvie		0 0		32	31- 63
Cadet D. H. de Burgh				31	31- 62
Cadet C. N. Hague		• •		32	30- 62
Lance-Corporal G. Mitchell				33	29- 62
Lance-Corporal W. H. E. Go	oft		0 0	31	30- 61
Cadet A. Gilroy			0 0	29	30- 59
Cadet Officer L. Rokner		0 0		29	28- 57
				-	
				248	242-490

Next Best Scores: Edinburgh Academy, 490; Lancing, 488; Wellingborough, 484; Winchester, 484; Merchant Taylors, 483; Tonbridge, 481; Repton, 481; Dulwich, 479; Wellington (Berks), 479; Radley, 479; Bradfield, 478; Clifton, 478; St. Lawrence, 477; Sherborne, 477; The Leys, 477; Rugby, 476; Victoria (Jersey), 474; Charterhouse, 474; George Watson's 474; Oundle, 473; Reading, 471; Denstone, 470; Dover, 469; Fettes, 467; Merchiston Castle, 467; Cranleigh, 467; Felsted, 466; Glenalmond, 465; Uppingham, 465; St. Paul's, 462; Malvern, 462; Marlborough, 462; Rossall, 459; Elizabeth College (Guernsey), 459; Westminster, 458; Gresham's, 458; Eastbourne, 455; Forest, 454; Highgate, 451; Bedford, 451; Blundell's, 448; King William's (Isle of Man), 448; University College School, 441; Cheltenham, 441; King's College School, 437; Haileybury, 433; Whitgift, 429; Cranbrook, 418; and Epsom, 414.

THE CADETS' CHALLENGE TROPHY.

which is open to teams of two from each school corps, seven shots per man at 200yds. and 500yds., and shot concurrently with the Ashburton, was won by

		L	ANCINO	i.			
Private Ferdinar	obr					33	33- 66
Private Firster	0.0	0 0	0 0		0.0	29	28- 57
						-	-
						62	61 122

The next ten best scores: Blundell's, 122; Haileybury, 122; Merchant Taylors, 121; Uppingham, 120; Charterhouse, 119; Dover, 118; Oundle, 118; Eastbourne, 117; Dulwich, 117; Forest, 117.

THE SPENCER CUP.

By the time of the squadding for the Spencer Cup shoot the wind was easier again. The cup is shot for by one cadet chosen from each school Ashburton team. The cup was won

Cadet-Officer Baker, Sherborne ... cer Baker, Sherborne

Tie shots: 4455=18

Winner of the Silver Medal.

Winchester (34); T. F. A. Fremantle, Eton (34); R. D. Ricketts, Oundle (33); E. D. Butler, Victoria College, Jersey (33); M. J. Griffith, Marlborough (33); C. H. Plowman, Cranleigh (33); R. D. Muir, Blundell's (33); J. C. unkin, Rugby (32)

THE PUBLIC SCHOOLS' SNAP-SHOOTING.
The Public Schools' Snap-Shooting Match was also shot for on Wednesday afternoon. The first three teams were

. . • • Lancing 291 Charterhouse .. 282

After these came Uppingham, 264; St. Lawrence, 255; Dover, 254; Gresham's, 252; Rossall, 249; Edinburgh Academy, 247; Harrow, 242; Whitgift, 242; The Leys, 240; Oundle, 239; Radley, 236; St. Paul's, 233; Victoria (Jersey), 232; Clifton, 222; Dulwich, 221; Denstone, 220; St. Albans, 210; Rugby, 204; Wellington (Salop), 195; Cheltenham, 192; Blundell's, 185.

The Daily Graphic Gold Medal was won by Lance-Corporal K. C. Hill (Edinburgh Academy) with a score of 23; the Silver by Colour-Sergeant K. M. Moir (Gresham's), score 22; the

Bronze by Corporal J. G. O. Whitehead (Rossall), score 21. THE PUBLIC SCHOOLS' VETERANS' CHALLENGE TROPHY— A RECORD SCORE.

Always one of the most keenly contested matches on the Common, the Public Schools' Veterans, though not strictly a school shoot should be recorded here. The shoot is open to teams of five old boys from those schools which have qualified, and the conditions are ten rounds per man at 600yds. trophy and medals were won by

OUNDLE.

C. SEL COMMON	0.0		 	0.0	43
S. G. Halsey	0 0		 0.0	0.0	48
W. H. Livens	0.0		 		47
C. B. Redman	King		 		46
R. G. Sillars	0.0	0.0	 		43
					233

C. H. Vernon

Next best scores: Cheltenham, 231; Harrow, 229; Blundell's, 227; Rugby, 224; Eton, 224; Merchant Taylors', 224; Haileybury, 222; Glenalmond, 220; St. Paul's, 218; Westminster, 218; Marlborough, 216; Tunbridge, 215; Dover, 214; Rossall, 214; Felsted, 213; Bedford, 212; Clifton, 211; Repton, 211; Malvern, 210; Victoria (Jersey), 210; Dulwich, 209; Forest, 206; Bradfield, 204; Whitgift, 201; Uppingham, 201; Epsom, 201; Wellington (Berks), 189; Sherborne, 187; Berkhampstead, 166. The winning score of 233 is five points above the record made last year, in spite of the fact that this year no sighting shots were allowed, which means, probably, that the aggregate would have been further increased by three points if the old condition allowing a convertible sighting shot had been in force. THE ELCHO.

This year the Elcho Shield for the International Match Rifle Match was shot for as a memorial trophy for the first time. The long life of the late Earl of Wemyss, who gave it, closed a few weeks ago; his name will be honoured by shooting-men as long as rifle shooting lasts. In the match Scotland was victorious. After the 900yds, shoot England held a slight lead from Scotland but the positions were reversed after 1,000yds., and Scotland increased their lead at 1,100yds. The hero of the match was Mr. S. D. Whitehead, who, shooting for England for the first time, made the fine score of 250, only equalled in this match by Mr. R. W. Barnett's score for Ireland. Captain Campbell of Ross, who made the top score for the winning team and the third best score in the match, also deserves congratulation. The Scotch total score was 1912, the English 1899, the Irish 1871

SCOTLAND. (Captain of team, Colonel H. Brock.)

					Yards.					
						900	1000	1100	Ttl.	
0	Captain D. Camp	bell	0.0	0 0	 0.0	86	83	78-	247	
3	dajor T. Ranken		0.0		 	79	83	83-	245	
I	Lieutenant G. S.	G. Str	achan		 	83	84	77-	244	
3	fr. H. St. G. Max	kwell			 	81	78	81-	240	
0	Captain T. E. Las	nder			 0.0	81	80	79-	240	
3	dr. L. D. Ranker	1			 0 0	83	77	79-	239	
1	dr. J. E. Martin				 	76	78	75-	229	
3	dr. G. Eadie				 	71	80	77-	228	
						_				
						640	643	620-	1012	

THE

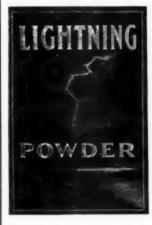
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The Trade only supplied.

SOLE MANUFACTURERS:-

The New Explosives Company, Ltd. 62, LONDON WALL, LONDON, E.C.



THE INDIVIDUAL MATCH RIFLE COMPETITIONS.

Captain Campbell of Ross followed up his win in the Bass, which we recorded last week, by winning the Halford Memorial, and eventually tied, with a score of 919, with Mr. E. H. Robinson for the Hopton Cup, given for the best aggregate in the six shoulder-to-shoulder match rifle shoots, the Waldegrave, Bass, Edge, Halford Memorial, Wimbledon Cup and Albert. In the tie shoot (five rounds at 1,100yds) Mr. Robinson won by one point with a score of 26; Mr. R. W. Barnett of Ireland was third with 911, Mr. Morris Blood fourth with 909, and Lieutenant-Colonel Mellish fifth with 908. Captain Campbell was also second in the King's Norton, the 1,200yds. shoot, with a score of 80 points; Mr. L. Chadwick won with 82, and Mr. S. D. Whitehead was third with 79. The Match Rifle Wimbledon Cup was won by Mr. R. W. Barnett after a tie shoot with Mr. E. C. Ransome; both scored 87 points, made up by a magpie and fourteen central bullseyes. The Albert was won by Major T. Ranken with the fine total of 253; Mr. F. W. Henry and fourteen central bullseyes. Lieutenant G. S. G. Strachan were second and third with 245.

THE HUMPHRY CUP.

Oxford won the Humphry this year with the overwhelming margin of 84 points. The Oxford total was 906, Cambridge 822. After the middle of the 1,000yds, shoot the match became uninteresting, as, unless at least two of the Oxford rifles broke down, they were bound to win. The winning scores were:

OXFORD.

					Yards.			
					900	1000	1100 Ttl.	
Private G. H. Leigh				0.0	84	84	68-236	
Sergeant M. W. Parr					80	74	78-232	
Lance-Sergeant K. E.	Bonne	erjee			79	70	73-222	
Private L. R. Dunne	**	4.4	* *	* *	69	68	79-216	
					312	296	298-906	



STYLISH DAZZLER.
Second prize in the Puppy Stakes.

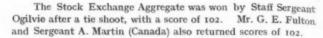
THE UNITED SERVICE CHALLENGE CUP.

The United Services, shot under Hythe conditions, was won by the Army with a score of 982. The Royal Marines were second with 952. The Royal Navy scored 948, the Territorials

913, and the Yeomanry 868.

SERVICE RIFLE SHOOTING.

The Service Rifle Wimbledon Cup (ten rounds at 600yds.) was won by Mr. C. B. R. King of Cambridge University with the highest possible score of 50. Chief Petty Officer Cobb also returned a full score, but beaten was on the tie shoot.



THE CHANCELLOR'S PLATE.

Cambridge won the Chancellor's, the short range Inter-University match, at 200yds., 500yds. and 600yds., with a total score of 751 to Oxford's 724. The winners individual scores were as follows.

	CAMBI	HDGE.			
Sapper A. G. Ritchie	0 0		 34	32	34-100
Lance-Corporal E. C. B. Elli	ott		 35	32	32- 99
Sapper C. B. R. King	0 0		 33	32	31- 96
Lance-Corporal J. V. Jacklin	l.		 32	31	29- 92
Sapper R. M. Thompson			 32	32	28- 92
Second-Lieutenant G. M. Br.	adley		 31	32	28- 91
Corporal C. H. Vernon			 30	32	29- 91
Sergeant R. J. Heath	0 0		 33	30	27- 90
			260	253	238-751

Cambridge also won the Universities' Snap Shooting Match with some points to spare, though both teams had points deducted for exposure, as in this match the competitors must shoot from behind cover.

THE POINTER AND SETTER TRIALS.

The holding of an early meeting on grouse for pointers and setters was something of an experiment, and the promoters were fortunate in enlisting the active sympathies of Lord Lonsdale, who very kindly placed at their disposal, during two days last week, his well known Shap Moors. Unfortunately, rain fell heavily on the first day, but the Puppy Stake was persevered with, the Duchess of Hamilton's setter, Dungavel Bess, being declared the winner, with Mr. Isaac Sharpe's pointer, Stylish Dazzler, second, and Mr. IB. J. Warwick's pointer, Compton Dean, third. The



DUNGAVEL BESS.
Winner of the Pointer and Setter Puppy Stakes.

weather on the second day was all that could be desired, in contradistinction to that of the first, and some very pretty work was seen in the Brace Stake. Mr. A. N. Hall's English setters, Gruinard Gander and Gruinard Tommy, secured the first place,

the pointers Dungavel Don and Dungavel Thora, belonging to the Duchess of Hamilton. running the winners very close, and being much fancied. the All-Aged Stake, Mr. IsaacSharpe's pointer, Stylish Dazzler, was again in the prize list, being third to Mr. B. J. Warwick's setter Compton Daisy, and Mr. H. Mitchell's setter Lingfield Rupert.



GRUINARD TOMMY AND GRUINARD GANDER.
Winners of the Brace Stakes.

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For owing, I'm much disposed to fear,
To imitators horrid,
There's a highly respectable gondolier
Who's feeling most decidedly queer,
And who'd consign the lot, if he had them near,
To an atmosphere that s—torrid.
W. S. GILBERT (SLIGHTLY ADAPTED)

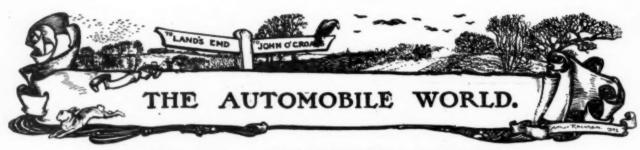
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CODE LV VIRGINIA LEAF - 4/9 1/3 6d





NOTES OF A WANDERING MOTORIST.

UNE has drawn to its close while we in caravan and tents have lazed away the days beside a Sussex wood, and now the road again is calling; dreams of sea and mountain have been ours of late. We must linger no mountain have been ours of late. We must linger no longer, or the summer will slip away and find us still beside our wood, until waking one morning we shall find the leaves flying past our van, the trees turned russet gold. Our car, a 15—18 h.p. Buick, rests in the barn packed ready for the road, the petrol tank is full, the lamps charged, the tents and all our camp equipment stowed on board; but a turn of the bendle will sand all hymping east or west rooth or south the handle will send us humming east or west, north or souththe white road lies before us.

The days are past when in the first flush of keenness, for mere joy of

motoring, we took, maybe, our daily run out and home again. Mileage and pace are nowadays to most of us a thing of the past. We use our car for an object, either to reach a certain place, some set tour, or merely, maybe, to catch a train. Now the train. Now the most delightful way of all is certainly touring; for in this are so many possibili-ties. But are not ties. But are not we motorists somewhat too prone to select a tour on account of the actual dis-

tance offered, the straightness of the road, the hotels along the way, the scouts, and other forms of comfort? And so the great highways to-day are a never-ending rush of cars, the great highways to-day are a never-ending rush of cars, of every form of motor traction and every sort of motorists, grave and gay. We know these roads too well. We have travelled them so often, so let us, therefore, go a-roaming with our car along the byways and lanes. It may mean slow travelling, sometimes we may be lost, but it matters little; for once we are exploring, and shall take with happiness the hunter's fare at wayside inn or lonely farm, or, better still, can carry our tent and camp by night and roam by day.

It is of wanderings such as these that I shall speak, for, as I said, we are leaving our fixed camp and the road now lies

as I said, we are leaving our fixed camp and the road now lies

before us. For several months to come our car will be our home; she carries us by day, and by night supports the tents. Our kitchen and our goods on board, we are free to roam and travel where we will. Later I may tell you what we take and how we live, of roadside cookery and of wayside sport. For the present the photographs and the following short description will. I think, suffice. As, perhaps, some might like to follow will, I think, suffice. As, perhaps, some might like to follow in our track, sometimes I will talk of inns and farms where one can stay, for all may not care to go a-gypsying.

Our tents lie flat on the hood, the poles are carried along the off-side; below on the footboard are three cases—the long one underneath we call the cook's box, and in this we carry all our contract and are and exercise above two two small times.

pots and pans and groceries-above are two small tin boxes

which carry two Primus stoves methylated spirit boot cleaning materials and other oddments Alongside this stands another and deeper case, which carries our cameras, plates, pens, ink, paper and our library. On the near side footboard, beneath the doors, the luncheon case, which contains the crockery, or, rather, aluminium, knives, forks and necessaries for the table, with food sufficient for wayside meals. Be hind, on the grid,



OUR TENTS AND KIT.

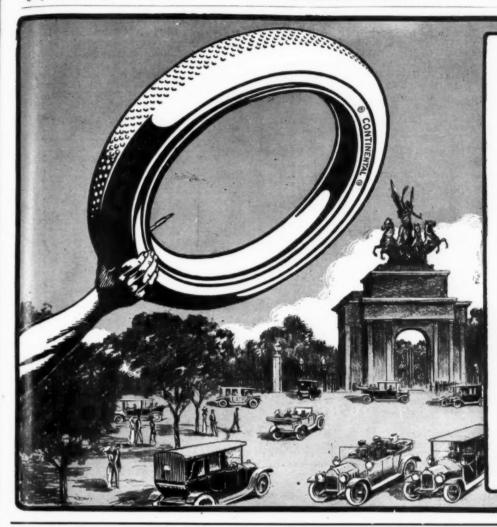
are two trunks which hold all our personal etothing. The seats of the car we have dispensed with, and carry in their place our blankets, Willesden ground sheets and the thinnest of hair mattresses. Our camp tables and chairs lie folded, strapped to the floor close to the seats.

the floor close to the seats.

There are, I think, only two other things to mention—a petrol tin, which carries our paraffin oil for the stoves, and a gallon can for drinking water, which, simple as it sounds, means everything, for thus we can camp when and where we please. Water for baths and washing up can always be found; not so the other, the most important item. I find that I have forgotten the valise, which hangs below the grid, and likewise holds the things that are sometimes forgotten and left likewise holds the things that are sometimes forgotten and left



GLIMPSE OF ARISH MILL.



Bigger and Stronger, They last you longer!

> and also they fit the same rim.

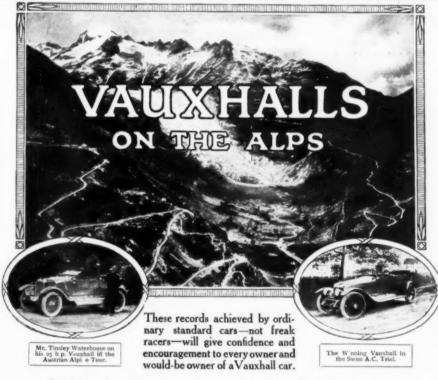
If your car has been delivered with too small tyres (which nearly always happens), do not waste money and time by having the rims changed, use

Continental Oversizes

By the manufacture of this type we claim to have solved a problem for the motorist; he need no longer change his rims—he can fit a 125 m/m tyre on a 105 m/m rim, a 135 m/m on a 120 m/m, and so on.

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THE AUSTRIAN ALPINE
TOUR
AND THE

Swiss A.C. Trials.

TWO recent events have demonstrated the utility of Vauxhall cars for touring in difficult and mountainous country, the Austrian Alpine Tour and the Swiss Automobile Club Trial.

In the Austrian Alpine Tour, a Vauxhall car, piloted by an amateur—Mr.TinsleyWaterhouse, who had never before entered any contest of the kind—came through with flying colours.

In spite of bad roads and the severe conditions of the trial, only one involuntary stop was made to change a sparking plug. The Vauxhall went up the steepest gradients and negotiated the deep caniveaux (rain hummocks) which variegate these mountain roads, without a mishap and in a style which won the unstinted admiration of all observers. In this tour the Vauxhall car made the second fastest time up the Katschberg.

In the Swiss Automobile Club Trial, which took place on June 27-30, 1914, a standard 25 h.p. Vauxhall car took the first prize for the Flying Kilometre Race and the first prize for the 700 Kilometre Road Race. over; and last, but not least, a Michelin map to show us where we may and where we cannot adventure. This, roughly, is our kit and the way of carrying it. What the equipment consists of I leave the photographs to show. Should any, however, desire further details I will gladly give them; or perchance you may meet us on the road; then come and take pot luck, and I will show you all. At present no plans are ours beyond the

azure between the white chalk cliffs. And Nature, ever in a azure between the white chair chirs. And Nature, ever in a kindly mood, has blessed it with a spring which bubbles out of the down on the west side within some fifty yards of the sea; here also is the watercress for tea, the water for the pot. So now we will sit and dream till the sun dips behind the down, the spinney on the hill grows misty in the haze and night wraps. sea and downs, and Dorset sleeps.

sty in the haze and night wraps ps. But since, perhaps, a roof must be your shelter, the Sea Vale Farm close by will welcome you, and here waking in the morning you will hear the rooks and laughing gulls make merry. To-day, to-morrow or some day to come you will ramble on, to Lulworth Cove, to Winfrith Newburgh, to Owermoigne and on to Warmwell, across the heath to Bryants, and all those other happy puddles that cluster here. And now I must leave you to wander cluster here. And now must leave you to wand where you will, or follow across the plain, across to downs and then to Norfolk and the sea. E. HARVEY JARVIS.



TEA IN CAMP AMONG THE DORSET DOWNS

desire for a stretch of sea and golden sand, and doubtless later the Norfolk coast will find us.

We are now in Dorset—why, I scarcely know. We left our camp beside the wood scarcely a week ago and wandered south and west. I believe it was Arish Mill that called me, for I had been there years ago, and wished to see it once again before the motor buses run from there to Marble Arch. Only twenty years ago Lulworth Cove was just a fishing village and nothing more, and in those years my brother and I spent many happy days of piracy and smuggling, with intervals for tea and limpets cooked over a drift-wood fire among the rocks. Alas! the Cove is now becoma drift-wood fire among the rocks. Alas! the Cove is now becoming a resort, a delightful one, no doubt, but the pirates of old, the smugglers and ourselves have all grown up and left it. A car, of course, is very modern, it lacks the romance of a caravan for roaming; still, our Buick struggles hard to be a gipsy and sleeps out o'nights beneath the stars, with her bonnet snug beneath a Willesden sheet. So snug, in fact, that oftentimes the owner of the land where we camp, enquires some.

camp enquires some-what anxiously: "But where's the car?"

There are to-day more delightful, unspoilt old world villages than are to be found along the by-ways of Dorset; galvanised iron erections parish rooms and village halls, presented with ill-placed judgment and utter lack of taste by those in search of grace, seldom dese-crate and spoil the charm of these strawcharm of these statement of thatched homes of There are ways to Dorset and most are lovely, whether it be through the forest or across the plain, and reaching you can wander south to Corfe, thence by heather on to Studland and through the Isle of Purbeck round the rocky coast to Worth Matravers, and

worth Matravers, and see here the quarries that have been worked since the Romans came; then back to Corfe and along the ridge of the Purpeck Hills to East Lulworth, past the old castle down to Arish Mill, the Smiling Cove. The track that leads down to the sea is but a rough one, yet not too bad for a car if we travel slow and carefully; besides, it is a bare half mile from the high road, and problems to the sea in the smiling download as a sea of and, reaching it, we find a gap in the smiling downland, a sea of

SOME USEFUL HINTS.

HE July number of the Austin Advocate con-Ausin Advocate contains a number of practical hints and tips contributed by competitors in the Chaufeurs' Competition, held periodically by that enterprising little journal. One of the prize-winning hints deals with the care of leather hoods as follows: "The life and appearance of

"The life and appearance of leather hoods on landaulet or cabriolet bodies can be preserved by an occasional dressing with neatsfoot oil, which can be purchased from any saddler in shilling tins. If the oil is well rubbed into the leather with the fingers it will soften the material. rubbed into the leather with the fingers it will soften the material. To prevent dust adhering to the hood during the summer months after it has been dressed with the oil, it may be sponged over with a mixture of warm water and a little methylated spirit. This will remove any superfluous oil and will also give a polish to the leather." Another hint describes how grease or oil marks should be removed from a French grey or light coloured car: "Do not use paraffin or petrol," it says, "but procure a piece of Castile soap, a sponge and a bucket of cold water. Lather the sponge well with the soap, and wash off the marks of oil or grease. Thoroughly rinse the soap off and then polish with a leather in the usual way." It is also recommended that tar stains on coachwork should be treated as follows: "Smother the tar with butter in the evening and leave it on until next day. Place a little paraffin in a pail of water before sponging off and finally



THROUGH THE VILLAGE OF OWERMOIGNE.

finish with a soft piece of linen or silk and a little linseed oil, as the latter freshens dull places where the tar has been.".

Every motorist has been confronted with the difficulty of obtaining a clear view of the road through a rain-obscured wind screen. A prize-winning hint recommends that the glass should be rubbed with a square of yellow or brown Windsor soap until it is thoroughly greasy. A damp sponge or cloth should then be

HAVE AN

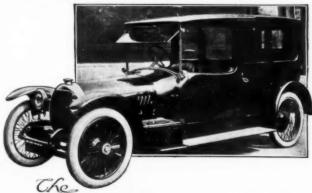
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At the Concours d'Elegence at Ghent the 30 h.p. BELVOIR LANDAULET gained the following Chambre Synds Given by the Automobium for the most of Belgium for the closed car, beautiful Limousine La

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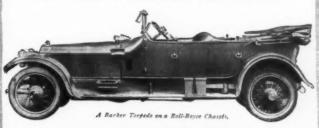


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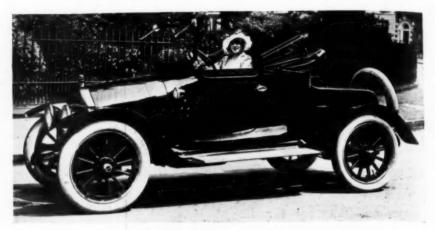
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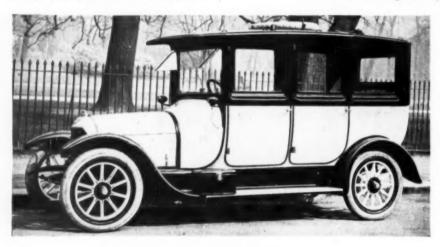
passed evenly across the glass in one direction only. In this manner, it is stated, one may drive without discomfort in ordinary rain for fifty miles, when the screen will require re-dressing. In our experience equally satisfactory and more lasting results can be obtained by polishing the glass, after it has been thoroughly smeared with soap, with a dry cloth.

AN INTERESTING CONSUMPTION TEST.

A certificate of performance has been issued by the R.A.C. which has an important bearing on the fuel question. A 15—20 h.p. Charron car was submitted to the Club for a consumption test with No. 2 Shell spirit, benzole, commercial methylated spirit (containing the usual denaturants and 90 per cent. of alcohol) and a mixture of equal parts of the two last fuels. All were purchased in the open market by the Club. The trial was held at Brooklands and the weather



A SMART COUPE CABRIOLET. Fitted to a 15-20 h.p. Oakland Chassis.



A "D. F. P." SALOON LIMOUSINE. The chassis is a 12-15 h.p. Tourist Trophy Model.

is described as "very hot." On petrol the consumption at 20 miles an hour worked out at 34.83 miles per gallon; at 35 miles per hour, at 26.54 miles per gallon. Driven "all out" a speed of 42.26 miles per hour was attained. With benzole the consumption figures at the two fixed speeds named were 40.39 and 31.25 miles per gallon respectively, showing a big economy over petrol. The highest speed attained, 40.73 miles per hour, however, was somewhat less. The figures for methylated spirit alone were 23.29 and 16.69 miles per gallon, and 40.83 miles an hour for the "all out" test. In other words, nearly twice the amount of methylated spirit was required as compared with benzole in order to develop the same power. The mixture of methylated spirit and benzole gave results in the way of consumption about equal to the Shell No. 2, the actual figures being 32.41 and 25.34 miles per gallon, the





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7. HERTFORD STREET.

Mayfair, W.

Messer. Crossley Motors, Ltd., Inly 3rd, 1914.

Gorton Lane, Manchester.

Dear Sirs.

In response to your enquiry about my 15 h.p. Shelsley Crossley, I have now driven it nearly 4,000 miles in about three months. It is going excellently and giving me great satisfaction. It has one outstanding feature and that is extraordinary economy of Petrol. With fine people op and a extraordinary economy of Petrol. With fine people op and a control of the gallon.

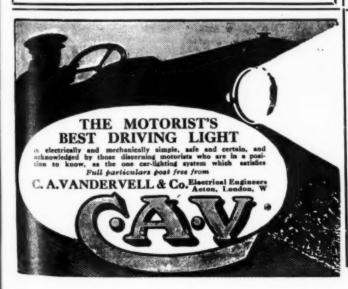
Smiles to the gallon missage for long journeys I average times a shade over, and this without sparing the car in any way, but just letting it take its natural speed which runs out at an average of 26 m.p.h. with a confortable maximum of 40. It will go faster than this, but I find 40 a very nice speed for it.

On a recent trip in Devonshire, where I had to so into by-ways a great deal, it was very pleasing to find the aboutine certainty with which it would climb the steepest both of the control of the state of the control of the steepest of the control of the steepest of the control of the steepest of the control of the cort has should make the find it difficult to like any other front after it.

I do not spare my motor cars, but can congratulate you on a really first-rate article with many delightful merits about it. As I think you are dware, I originally ordered a Chim and the many opportunities. I had o'n using it and driving it

Yours truly,

Crossley Motors, Ltd. (Dept. U),
Gorton, Manchenter.





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START on your tour—be it short or long—with comfort in your car. Don't crowd it with luggage. Put all that in an "Auto-Trailer" (Patent) where it will ride rigid as a rock at any pace on any road and in every circumstance. The "Auto-Trailer" (Patent) is used by H.M. War Office. The Auto Traile reduces your tyre bill and doubles

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"The silence and smoothness of the engine, the cleanliness of the body and design generally, and the allround smart appearance of the car, are the admiration of all who see her.'

-R. Plowden, Sunnyside, Minehead.

COMPLETE £200

The Hillman Motor Car Co., Ltd. COVENTRY.

maximum speed attained being 40.58 miles per hour. The car was fitted with a Zenith carburettor of the horizontal type, and beyond changing jets between tests no other preparation for using the various fuels was made. The compression ratio for using the various fuels was made. The compression ratio of the cylinders was 4'3, and no difficulty was experienced in starting, though it should be noted that the engine was always warm when started. The consumption figures in ton-miles are not given on the certificate, but it is interesting to note that running on benzol at 20 miles an hour the consumption works out at over 58 ton-miles per gallon.

THE ADVENT OF A PETROL SUBSTITUTE.

Reports from America state that a practicable and apparently Reports from America state that a practicable and apparently practical substitute for petrol has been produced, at a cost of two cents. to the gallon, from naphthalene (the stuff put among clothes to keep out the moth), water and one or two simple chemicals, the inventor being one John Andrews, a Portuguese-American and no mean discoverer, for only recently he produced a new type of steel armour plate, which is being used on the battleship Pennsylvania, and for which he received 350,000dols, from the United States Government. Samples of fuel distilled by the Andrews process enabled a six-cylinder National car, weighing 3,800lb., to run 12°5 miles on the track to the measured gallong the Andrews process enabled a six-cylinder National car, weight 3,800lb., to run 12'5 miles on the track to the measured galli with a range of flexibility of four to fifty-five miles an how while petrol gave 17'5 miles per gallon, with a flexibility for three to sixty-one miles an hour. As to the cost of production of course we have to accept the inventor's word, as he refused divulge the nature of some of the chemicals employed in the form to allow analysis; but he states that all the materials can obtained cheaply anywhere. One of the features of the prolies in the possibility of varying the gravity of the fuel by alter the proportions of the chemical ingredients, though on according to the crude and experimental nature of the producing plan present, the exact gravity cannot be insured to within a degrees.

OFFICIAL METHODS IN AMERICA.

OFFICIAL METHODS IN AMERICA.

Though motorists frequently grumble at police methods in this country, one might go further and fare worse. Just at present there is trouble in New York, as the street cleaning department of that city have suddenly been seized with a mania for seizing unattended cars as encumbrances, though it seems open to question whether such high-handed action is backed up by any legal right. The authorities state that they desire to discourage the practice adopted by some garage men of using the streets as repair shops and washing yards. But in their crazy crusade they seem to have rather lost sight of their main purpose. Several car owners who had left their cars while shopping found them gone after only five minutes, and were unable to recover them until they had made a pilgrimage to the pound and paid the fine of 5dols. to 1odols. Cabs, waggons, private cars alike all fell victims to the zealous "officiousals" of New York, who are now being threatened with legal proof New York, who are now being threatened with legal proceedings by certain motorists. It appears that there exists an old ordinance prohibiting vehicles being left standing in the streets unattended, and though an attempt was made to enforce it about 1907 or 1908, it appears since to have been quite a dead letter until this latest outburst of misplaced zeal.

ITEMS.

Queensland education authorities are trying a experiment in one of the outlying districts where the population is sparse, and consequently it would be impossible to fill even is sparse, and consequently it would be impossible to fill even the smallest school without drawing on the entire country within a radius of about 500 miles. A travelling schoolmaster, who is a practical motorist, has been engaged to travel from farm to farm, making stops of two or three days at each, distributing school books and mapping out a course of self-instruction for the children. The car used for the purpose is an Overland, which carries sixty gallons of petrol, ten gallons of oil, thirty gallons of water and 150lb. of school books when fully loaded. During his first term the schoolmaster covered more than 4,000 miles.

covered more than 4,000 miles.

Those who were present at the
Tourist Trophy and Grand Prix Races will
doubtless have noticed that a number of the competing cars had fitted to the caps of their radiators a small apparatus someof their radiators a small apparatus somewhat resembling at a distance a car badge. This was a device, marketed in this country by Messrs. A. Godin of 1, Red Lion Square, whose object is to record the temperature of the water in the radiator. It will be noticed from the illustration that not merely is overheating indicated, but the driver is also given warning when the temperature of the water is approaching freezing point.

At a recent meeting of the Society of Motor Manufacturers and Traders, the date

RADIATOR

Motor Manufacturers and Traders, the date of the Motor Exhibition at Olympia was fixed for November 6th to 14th. Practically all the space has already been allotted.

The Ford Motor Company desire to contradict a rumour to the effect that they are manufacturing a motor-bicycle for sale at £15. The company are fully occupied in making Ford cars and are not contemplating the production of a motor-bicycle at any price. bicycle at any price.



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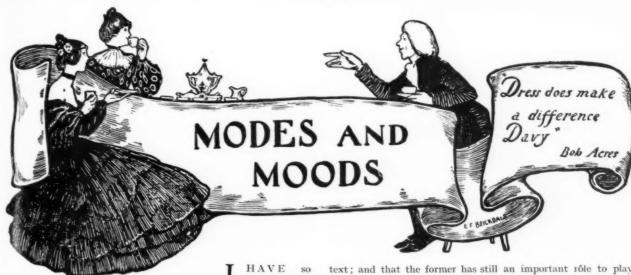
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and, I believe, have written about it in these columns, how those

of us who are in constant touch with the doings of La Mode, and

diess generally on the highest planes, are apt to lose our sense of proportion. We forget to project ourselves into the minds of those others with whom dress is more of an incident, and not the one all and be all of existence, in a manner of speaking, and thus are apt to write far too readily the dread word démodé on charming fancies, of which only the few are really aware exist. For some weeks now it has been a pose among dress autocrats to raise supercilious eyebrows whenever the Cavalier cape came on to the tapis. True, the sales have rendered these very accessible, and that makes it all the more remarkable how comparatively few one sees about; while in the provinces and in the country these charming wraps still attract interested attention and the irresistible glance backwards. This is strange, seeing how unanimous is the admiration bestowed upon the vogue. A certain smart little woman of my acquaintance. who had been out of town for some months, simply amazed me by her enthusiasm over these capes, which I almost, in my satiety, had consigned to the category of " has beens." It will, of course, be well understood I am referring to the circular cape pur et simple, and not at all to the future innumerable variations

to be wrought on the

text; and that the former has still an important rôle to play particularly in the matter of holiday attire, there is no possible shadow of doubt.

A most persuasive scheme has been worked out for travelling, and displayed in the first illustration, which includes a short

Cavalier cape. Initially, the design is destined for a light - weight Navy serge or suiting, although, if any exceptional heat is likely to be encountered, a heavyweight Navy Shantung might be substituted for the serge. As a model, this is the very essence of practicability, to which is added a commendably smart appearance; the lingerie touch introduced in the form of white piqué collar, vest and cuffs at once relieves the sombreness, and any lining used with the cloak would likewise be white. Although slim in appear ance, the underskirt allows perfect freedom, the fuller tunic making for contrast.

It is worthy of remark how anything in the shape of pleats or fulness has been avoided -those tiresome dust traps that no amount of daily brushing is capable of getting the better of. In any case, however, the shaped tunic is one of the best approved vogues of the moment; while to obviate any unnecessary weight if serge is used, merely a facing is required for the skirt, mounted on to a taffetas mousseline foundation. There is nothing like taffetas for lightness and easy movement, and this is quite an important consideration when the travelling prospects include the mounting or descending of yachts or steamers and the negotiating of those breakneck continental



SERGE COSTUME WITH CAPE FOR TOURING.

railway carriages. A pair of Milanese knickerbockers worn beneath is all-sufficing. I would also point out, as something of a feature, that this is an all-in-one gown, entered from the front, albeit that fact is skilfully hidden by the left side crossing over and closing beneath the right arm, a cool, thin silk foundation forming the basis of operations, on to which the piqué collar and vest are tacked, and so easily removed for the necessary laundering. As an alternative to the piqué a delicate biscuit handkerchief lawn, finished with a little picot edge, and perhaps a tiny hand-worked spray in each corner of the collar, would be pretty, with the vest points of black satin and black satin cuffs. It is wonderful the neatness with which such

AN ALL-BLACK GOWN SUITABLE FOR DAY OR EVENING WEAR.

addenda can be attached by means of press studs, these handy little contrivances, indeed, exacting much praise from all women hitherto at the mercy of inadequate hooks and eyes.

The question of the most comfortable and sensible travelling hat opens up another exhaustive train of thought. In the opinion of a great many experienced travellers, there is nothing to equal the comfort of a very good soft straw capote, the style of chapeau rendered famous by such as the Glenster and Jay firms. These neat, cosy little shapes in some useful neutral shade, merely trimmed tastefully but simply with a good corded ribbon or a plumage mount, are beautifully light, and, no matter how one rolls or tosses about, nothing apparently can disturb

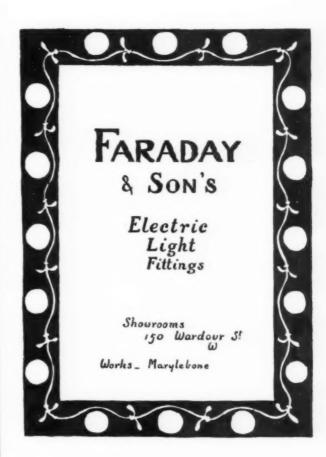
their equanimity; and the same may be said of the unblocked velours, which can be jammed securely on to the head at any angle most becoming to the wearer. The newer blocked velours, however, are another story. Slightly reminiscent of a man's bowler, there is no question as to their freshness of aspect and attractiveness. But the straighter, more pronounced brim entirely precludes the possibility of leaning the head comfortably back. Otherwise I have nothing but praise of the highest order for this latest expression of the velours chapeau, while the range of colours in which it is offered surpasses anything ever achieved. Especially seductive are some dull orange shades and myrtle greens; but there is choice for all who can pay the price, and that is quite appreciable for the high-class velours hat.

During the past week a perfect influx of batiste frocks seems to have been wafted in my direction, chiefly in delicate self colourings. A soft but quite pronounced yellow made a very special appeal, the skirt arranged with four gathered volants, and the simple dégagée corsage held to the figure by a deep draped sash of dull Nattier blue taffetas ribbon. Most attractive also was a three-flounced jupe of écru batiste, worn with a quain sleeveless bodice of rose-coloured tussore, that finished with sash of the same brought from the back, crossed in front, and the ends eventually tied low down at the back. The sleeves, togethe with a high roll collar and soft cascaded revers, were of écrulawn, exactly toned to the batiste.

I feel I have not talked with sufficient impressiveness the contrasting silk bodice worn with lace, of embroidered tull lawn or batiste skirts. Perhaps the easy acceptance of the coatee accounts in some measure for the corsage having bee overlooked. But the latter has survived the neglect, and now to the front for midsummer frocks. It is not necessarily sleeveless, by the way, but there seems a sort of accepted decree that the front shall present a cross-over appearance A notable example that accompanied a broderie Anglaise law: shirt was of cypress green taffetas, the close-fitting sleeves cu in one and carried well over the wrist, the crossed fronts tyin: at the back in quite an important sash, and rolling over at the throat to form a natural collar. Those who have had the acumen or the courage to acquire some short lengths of vividly coloured and boldly patterned silks at the sales cannot too speedily realise the vogue of the contrasting bodice, which is capable of lending distinction to the simplest of lingerie frocks.

Fortunately for the economical vein that seems to have fallen upon me, our second pictured subject of the week is an all-black gown, suitable alike for day or demi-toilette wear, a possession that no properly equipped holiday outfit is ever permitted to lack. So prolific and enchanting is the choice offered, the task was no easy one to make selection. other seductions that I decided to pass over in favour of the model illustrated was a black crêpe chiffon, with the very sweetest bodice, finely tucked to form a distinctive outline, mounted over flesh pink and opening on a soft fold of old world tinted lace, that in its turn was outlined by a narrow roll collar carried quite down to the waist of black charmeuse, over the inner edge of which curled a lace-edged bouillonnée of tulle illusion The skirt was flat, pleated in two tiers, toned to the old lace. the one much deeper than the other, each volant finished with a picot edge, a draped sash of the charmeuse falling about the Then another boasted a skirt all-black tulle gathered flounces that wafted about with every movement of the wearer, and with this gown an attractive relief was provided in a sash of gold and black brocade. Again, there was a verily irresistible scheme of black charmeuse and tulle, the latter arranged in the irregular tunics, each bordered with a fringe depth of skunk, a similar band outlining the V opening of the plain charmeuse corsage that quickly disappeared beneath one of the higher draped sashes, the upper edge drawn rather closely to the figure. But in the end decision fell upon the black tulle and lace confection depicted, arranged over a fourreau of soft black satin. The lace used is a fine Chantilly, and it is applied, not inset, the whole being subsequently very finely pleated, as is also the tulle for the bodice, which is mounted over deep vellum-tinted lace and finished with a handsome ceinture and ornament of cut jet. No matter how carefully expressed, it is impossible for a black and white picture to adequately express the filminess that is the essential charm of such a gown, nor the subtle touches of the handling. Doubtless through the tulle and lace the glimmers the faint rosy hue of a silk lace trimmed décolletage while the tulle, instead of being hemmed or turned under, finished with the delicate picot edge, which has probably do more than anything else to establish the reputation of transparencies.





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THE SOUTH EASTERN AND CHATHAM RAILWAY.

The South Eastern and Chatham Railway are issuing return tickets to Paris, available for fifteen days, vid Folkestone and Boulogne, by special scrvices from Victoria (S.E. and C.R.) at 9.40 a.m. on July 31st and August 1st, from Charing Cross by the 10. a.m. service on July 30th, August 2nd and 3rd; vid Dover and Calais from Charing Cross by the August 2nd and 3rd; viil Dover and Calais from Charing Cross by the 4-30 p.m. service on July 30th and 31st, August 1st and 3rd, and from Charing Cross by the 9 p.m. service from July 30th to August 3rd, inclusive. Tickets, available for fifteen days, will be issued to Brussels and the Belgian Ardennes, Amsterdam, The Hague and other Dutch towns. There will be eight-day tickets to Calais, Boulogne and Ostend, and week-end tickets to Calais and Boulogne and Flushing. Special additional services will be run from Charing Cross to Calais, Wimille-Wimereux, Boulogne Le Touguet etc.; and a convenient return service from Boulogne Boulogne, Le Touquet, etc.; and a convenient return service from Boulogne to London at 8.45 a.m. on August 4th. At home there will be special weekend tickets, available by any express or ordinary train (mail and boat expresses excepted), to Tunbridge Wells, St. Leonards, Rye, Bexhill, Canterbury, Whitstable, Birchington, Deal, Walmer, Dover, Folkestone, Ashford, Shorn-cliffe, Hythe, Sandgate, Littlestone-on-Sea, etc., issued from London and certain suburban stations on Friday, Saturday and Sunday, July 31st, August 1st and 2nd, available for return on August 2nd, 3rd, 4th and 5th. Full particulars are given in the Holiday Programme and bills and Train ce Supplement

THE LONDON AND SOUTH WESTERN RAILWAY.

In addition to the weekly period excursions, a special luncheon car express will leave Waterloo at 10.35 a.m. on Friday and Saturday, July 31st and August 1st, due Ilfracombe 4.10 p.m., and the 3.30 p.m. restaurant car express will be accelerated on the Saturday to reach Ilfracombe at 9.10. For

the first time visitors to North Devon will be able to obtain "holiday the first time visitors to North Devon will be able to obtain nonday season tickets" for an unlimited number of journeys between Ilfracombe, Barnstaple, Bideford, Torrington and intermediate stations. The same also applies to East Devon and North Cornwall. Besides the regular weekly bookings, vid Southampton, to Normandy, Brittany and the Channel Islands, special trips for the August holiday will be run to Cherbourg, Havre, Rouen, Paris, Guernsey and Jersey. Programmes can be obtained at the company's stations and offices, or from the Superintendent of the Line, Waterloo Station,

THE GREAT WESTERN RAILWAY.

The Great Western Railway announce special bookings for long or short periods, covering the holiday, from Paddington Station to practically every station of any importance on their system. The districts thus covered include Wales, Ireland (from Belfast and Dublin to Killarney and the West). the Midlands, the West Country, Devon and Cornwall, the Channel Islands, etc. Week-end tickets, available from Friday and Saturday, July 31st and August 1st, to Monday or Tuesday, August 3rd and 4th, will be extended and available for return on Wednesday, August 5th. Saturday to Monday tickets will likewise be extended to give a return on Tuesday, August number of attractive day trips will be run during the holidays to Bath, Leamington, Warwick, Stratford-on-Avon, Oxford, etc.; also half-day trips to similar places. Full details of the arrangements can be obtained from Great Western Railway stations and offices.

LONDON BRIGHTON AND SOUTH COAST RAILWAY.

The Brighton Railway are issuing a holiday ticket, covering the whole of the holiday, from Victoria, London Bridge, Kensington and suburban stations, to all the seaside and health resorts served by this system by August 1st and 2nd, available to return on August 211 3rd, 4th and 5th. Eight and fifteen day tickets will be issued from London Friday, July 31st, to South Coast towns and the Isle of Wight. To company have greatly accelerated their services between London and Part and have introduced 24—25-knot steamers in their cross-channel servic. A special one to fifteen day excursion to Dieppe, Rouen and Paris will be produced to the control of on July 30th, 31st, August 1st, 2nd and 3rd, while a special afterno excursion will be run on Saturday, August 1st. Tours in Switzerland, Tyn Italy, South Germany, Normandy, etc., have been arranged. The arrangements also include the running of special trains during the Sussex Fortnigh commencing July 27th, and the "Pullman Limited" fast train, so my appreciated in previous years, will run on each day of the races from Victor to Chichester at 9.55 a.m. The number of seats in the train is strictly limited, and passengers are recommended to book in advance at Victoria Station (telephone 2373 Victoria). First class season tickets will also be issued, available from Saturday, July 25th, to Saturday, August 8th, inclusive. The company announce that at their West End offices, 28, Regent Street, Piccadilly, the special cheap and ordinary tickets to all parts of the line, and to the Continent, can be obtained at the same fares as charged at London Bridge and Victoria.

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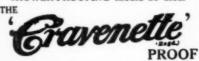
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FRANCIS H. DENT, General Manager.

FROM THE EDITOR'S BOOKSHELF.

RARA AVIS.

The Happy Golfer, by Henry Leach. (Macmillan.)
IT was in a moment of happy inspiration that Mr. Leach found this name for the child of his brain and pen. The chapters are full of a cheery optimism of outlook which the reader catches from the writer as he goes with him over many a course in England and Scotland, to America at the time of the extraordinary championship of Mr. Ouimet, to Rome, Spain, Paris. Mr. Leach, we believe, is sometimes the bearer, for his lawful occasions, of the soubriquet of "The Wandering Player," and his golfing pilgrimages appear to justify the title. Just what Mr. Leach's own place may be as a player we do not know—it does not seem that he enters the lists of these tournaments which he attends—but he has at all events acquired so much knowledge of the game as to convey to us the conviction that he thoroughly appreciates its spirit and is conversant with many of its mysteries. He even discourses on the overlapping grip and its virtues, and gallantly indicates for us lessons in golf that mere men may learn, for their better golfing health, from the ladies. Really the wanderings of this Ulysses are so wide and his discourse is so discursive that it is not easy to give suggestion of it all in the limits of a review that has need to be done in a few strokes. It is chiefly a volume, and well filled, descriptive of the golf at the various places where the auth has come in touch with it; and it is all chattily told—eminently readable. But, besides the Odyssey, there are chapters on departments of golf, such as putting. Mr. Leach has a longer phrase for this short business, no less than "The Tragedies of the Short Putt and a Contrast between Children and Champions, with the Varied Counsel of the Wise Men," but that is what it finally comes to. It is a discourse on putting, with a criticism of modern instances and ancient laws. Primarily, however, the purpose of the book is not to make men play golf better—of that species of book we have perhaps seen nearly enough—but it is to make men enjoy golf better, and that is perhaps just as well worth while and is less frequently attempted. It is not impossible that Mr. Leach's The Happy Goljer may make golfers

THE WAYS OF CATCHING FISH. Minor Tactics of the Chalk Stream, by G. E. M. Skues. WE think that many an angler will be glad to find that his fellows have shown so much appreciation of Mr. Skues' interesting book as to justify the issue of a second edition. In a day which has seen a multitude of fishing books this is no little thing to have achieved, and Mr. Skues' volume is well worthy the distinction. To indicate briefly its gist, it may be said that its to suggest profitable employment of those of the dry-fly fisherman, pure and simple, when he is obliged to sit, like the expectant rustic of the classics, watching the water come down, but watching in vain for any fly to be borne on its surface so as to entice up any hungry

fish. It is Mr. Skues' design to point out to us that fish are feeding under water, held. It is her. Skiles using to point out to define the leading under water, nevertheless, and to indicate to us a means quite of a sporting, because quite of a skill-demanding, character for alluring those trout to take our imitations of a skill-demanding, character for anothing those tools to take our initiations which conceal the barbed hook. Just a little below the surface these fish may be noticed taking the nymphs, and thither, fishing quite as adroitly upstream and delicately as if it were an olive which we were floating over the fish's head, Mr. Skues would have us despatch a Tup or a Greenwell's Glory to fall above the trout and to sink as it comes to him to just such a depth that he shall see it and shall be persuaded by it to his doom. Not the least artful of the author's artifices is that by which he instructs the reader how to detect the act of the fish in taking a lure thus sunken when he maken no bulge on the water's surface as he comes for it. Many of us have to thank the writer for the addition of a good fish or two to our bags in the brief interval since the first edition of this book was given us; and even those who have not thus profited in enlarging their bag have at least had an added interest imparted to their fishing of the chalk streams. Mr. Skues has incited intelligent speculation about the under-water actions and appetites of the fish, and the so-called "purist" need be in no fear that angling for chalk stream and the so-canced purist need be in no lear that anging for chalk stream trout is made too easy a matter owing to these hints and maxims. There is no sport-spoiling tendency about them; their office is to increase the angler's lawful opportunities, but these "minor tactics" do not in any way justify the evil way of the poacher.

THE SHELTERED LIFE.

The Caddis-Worm, by C. A. Dawson-Scott. (Hurst and Blackett.) IN *The Caddis-worm* Mrs. Dawson-Scott has taken an extremely interesting and difficult situation in the life of a woman, and has treated her subjections. with a breadth and sanity that impel the thoughtful attention of the reader Catharine Blake has been married for sixteen years, and has borne six children when she is suddenly, by an accident, made aware of the fact that Richar Blake is not her husband. This discovery of his previous marriage and to hasty acceptance of the rum ur of the death of Mary Blake, now a writer some fame, at first throws Catharine, the model complaisant helpmate, in a condition of anguish and uncertainty, a state of mind which, however quickly and not improbably is succeeded by the dawning of realisation the advantages to her children of her sole right in them, is a matter of considerable moment to Catharine, who has This realisation who has not long sin discovered that her Richard's ambitions for his children and those children secret ambitions for themselves run counter to one another in a manuthat Richard refuses to brook. Catharine, the caddis-worm of the till attempts for her children's sake, to break from Richard's well-planned effort to conceal the scandal which publicity must entail. That it all happens qui normally, and is told by the author with a firm grip on the realities of sua problem-the tearing up of domestic ties, the shattering of illusions, the swift divorce from well-contracted habit—is the secret of the story's streng and direct appeal. Here we have an average man and woman grappling, will average ability, with a problem bristling with potentialities for fatal erro and at the same time an author not unequal to the task of convinc





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earranging the position to the satisfaction of the reader, whose sympathies the caddis-worm, who did not succeed in becoming a dragon-fly, has seriously

A COMMON TYPE OF FEMININE IDLER.

Jacynth, by Stella Callaghan. (Constable.)

WHEN John Maitland met Jacynth Hobson at Shelby-on-Sea, fell in love with her, and married her, he had but the vaguest conception of the real woman with whom we leave him face to face at the end of this clever novel. is a close and thoughtful study of a certain not uncommon type of feminine idler of the middle-class to be discovered in such an environment as Miss Callaghan here depicts in all its intellectual aridness; and her story follows painstakingly the gradual process of disillusionment through which Maitland, clever and analytical where the women of his imagination were concerned, is forced to realise how meagre is his knowledge of woman in actual life. Miss Callaghan is not so successful with her men as with her woman; nevertheless, her novel is marked by intuition above the average, and the book is one that deserves to be read.

SHORT NOTES ON NOVELS.

The Greenstone Door, by William Satchell. (Sidgwick and Jackson.)

A striking tale of the Maori War. The portrait of the hero.

English boy brought up among the Maoris, is drawn with an effect of inherited racial characteristics and those acquired through influence of an alien environment; and the result is a piece of w that is of interest both on account of its knowledge of the world it dep and its capable analysis of a fine character faced by a difficult situat

Battle Royal, by W. de Veer. (The Bodley Head, 6s.)

A piece of delicate psychology in which, in an endeavour to pr himself free of the trammels of a cast-off romance, Anton van We of the Dutch Colonial Civil Service, with a year's leave before ${\bf k}$ again places himself in the way of temptation. The result is unexpected, and in the drama that follows the reader finds himself in an Eastern atmosphere which is very cleverly conveyed.

World's End, by Amelie Rives. (Hurst and Blackett, 6s.)

An undeniably original idea is the mainspring of this novel, which is written with great charm and vivacity and retains always a harmy note in spite of the realism of the point at issue. Perhaps too metal has been sacrificed to the striking of this note, with the result that he forform heroine is too artistically forform, the hero too reasonably log-suffering. But it is an interesting tale, and a human one, and the ultra-

sweetness of much of it can always be discounted at will.

A Child Went Forth, by Yoi Pawlowska. (Duckworth, 5s. net.)

There is something indescribably haunting and beautiful in this impression of her world as seen through the eyes of the little Anna, the child of the title. The scene is laid in Hungary, whose passionate, imaginative, wilful daughter we leave at the last turning her childish steps to England, while she bears in her hands a tiny bag of Hungarian earth to be laid in her coffin in case she should die in a strange land. There is much in the book that is poignant and appealing, while mind of a child is portrayed with exquisite understanding and sympathy

Bridget Considine, by Mary Crosbie. (G. Bell, 6s.)

Though Bridget is the central figure of this really interesting novel, and much thought has gone to the drawing of her character, it is her father, Denis Considine, the "gentlemanly," incurably optimistic adventurer who dominates the book. Considine is excellently portrayed, and Miss Crosbie is to be congratulated upon the kindly a her observation.

Andrew and His Wife, by Thomas Cobb. (Mills and Boon, 6s.)

A light tale, agreeably written in a facile manner that should con it to the holiday-maker.

The Youngest World, by Robert Dunn. (G. Bell and Sons, Limited, 6s.)

The scene of this tale of adventure and hardship is set in Alaska. There is something brutal and primitive in this youngest world where the fight of man with Nature and with his fellow-men calls up both what is best and worst in him. The forceful reality of Mr. Dunn's narrative does full justice to his conception and treatment of a man's regeneration through privation and extreme psychical and spiritual suffering.

BOOKS RECEIVED.

FICTION.

Monsieur de Rochefort, by H. de Vere Staepoole. (Hutchinson, 6s.) Flowers o' the Bush, by Marion Downes. (Ward Lock, 3s. 6d.) The Ordeal of Richard Feverel, by George Meredith. (Constable, 6s.) The Shaving of Shagpat, by George Meredith. (Constable, 6s.)

DRAMA

Driven, by E. Temple Thurston. (Cha nd Hail, 2s. 6d. net.)

TRAVEL. Bolivia, by Paul Walle. (T. Fisher Unwin,

Bolivia, by Paul Walle. (T. Fisher Unwin, 10s. 6d. net.)

MISCELLANEOUS.

Beasts and Super-Beasts, by H. H. Munro ("Saki"). (Lane, 6s.)

The Rubber Industry in Brazil and the Orient, by C. E. Akers. (Methuen, 6s. net.)

Practical Hints from the Notebook of an Old Farmer, by William Dannatt. (Field Office, 3s. 6d. net.)

The Mainsprings of Russia, by the Hon. Maurice Baring. (Nelson, 2s. net.)

Chats on Household Curios, by F. W. Burgess. (T. Fisher Unwin, 5s. net.)

History of the National Rifle Association, by A. P. Humphry and the Hon. T. F. Fremantic. (Bowes and Bowes 5s. net.)

Sharps, Flats, Gamblers and Raceborses, by A. Dick Luckman. (Grant Richards, 2s. 6d. net.)

Flight Without Formulæ, by Commandant Duchène. Translated by John H. Ledebær (Longmans, Green, 7s. 6d. net.) Housewife's Book of Simple Cooking, by E. L. Crittall. (St. Catherine Press, 1s. net.)
Methuen's Annual, edited by E. V. Lucas. (Price, 11s.)

BOOKS OF REFERENCE.

Girls' School Year Book. (Year Book Press, 3s. 6d. net.) The Shikari, by C. H. B. Grant. (Research Publication Company, 5s.)

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SHAM—George Apedalie, 6 Weat Street.
DAL-R. W. & T. K. Thompson, Finkle St.
ASTER-C. Stanton, Cheapaide.
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POTTERY has been so inextricably bound Beautiful English up with domestic life since time immemorial, and displayed decorative treatment so early in its

decorative treatment so early in its history, that it is impossible to say when it was first manufactured for purely ornamental purposes. In this country ceramic art received an immense impetus from the importation of ancient Chinese porcelains and the exquisite French manufactures; but more recently we have come to recognise the charm of those simple forms which might be described as indigenous to the soil, and on these lines have evolved an English industry second to none of its continental contemporaries to none of its continental contemporaries, either in workmanship or design. Typical of the excellence of this modern English pottery is the "Royal Barum Ware" manufactured by Messrs. Brannam of Barnstaple. Made of the finest clay by skilled workmen, it displays an extraskilled workmen, it displays an extra-ordinary variety of design and purity of colouring, and a Barum Ware vase or bulb bowl is a thing of beauty in itself, both in line and tint. Not only is it beautiful, but the prices throughout are extremely reasonable, while for bazaars, sales, etc., the makers are willing to give specially favourable terms. These, together with an illustrated booklet, will be sent on receipt of ad., from Messrs. Brannam. on receipt of 3d., from Messrs. Brannam, Dept. N., Litchdon Pottery, Barnstaple, Devonshire.

Summer Games

WITH the approach of

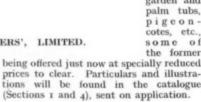
the holidays the ques-tion of outdoor games assumes additional importance, and keen interest will be felt, therefore, in the reduction in prices almost amounting to a

combined dining and billiard table that would provide a welcome diversion for the evenings and wet days.

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summer sale" which is taking place in this department at Messrs.
Brothers', Limited, 200—202, Regent Street, etc. In tennis rackets, indeed, there is a special sale, at which some phenomenal bargains may be picked up, scores of rackets by well-known makers being reduced, in one instance at least to half-price, in others to less than two-thirds, while a well-made, full-sized racket, quite equal to the average boy's or girl's holiday requirements, may be had just now for less than 5s. Special holiday croquet sets are distinguished by the same moderation in pricing, and there are some fascinating miniature sets suitable for the little ones. In golf also the young folk have been specially considered in the matter of clubs, there being also a special full-sized line for older also a special full-sized line for older children. It should be mentioned, too, that Messrs. Hamley are offering the best makes of golf balls, including "Colonels," "Dunlops," etc., at special reduced prices. Cricket bats, fishing rods, archery, bowls and quoits sets, the ever-popular clock golf, badminton—in fact, every conceivable outdoor game will be found here. Then there is a large variety of tents for all purposes, and hammocks of every description. Particulars and prices will be found in the "Summer Games and Sports" catalogue, in which, by the way, although it cannot be included in the "outdoor" category, we would draw our readers' attention to a marvellously cheap

A Substantial Woven AMONG the many Wire Fencing. types of wire fencing

wire reneing.

types of wire fencing now on the market, one which has achieved enormous popularity, especially on large estates, is the "Empire." It is of excellent appearance, inexpensive, easy to erect and extremely durable. The material employed is the best galvanised hard steel wire of the same gauge throughout thereby covaring eaul west. vanised hard steel wire of the same gauge throughout, thereby ensuring equal wearing capacity in every part. Some idea of its strength may be obtained from the fact that it will stand a direct strain of 2,240lb. on each wire; but in addition to this the horizontal wires are made with a way when her in them detries of the same gauge through th with a wavy bend, making them elastic and springy, so as to withstand any sudden shock and providing for expansion and contraction from climatic causes. The horizontal wires are connected by vertical wires, held by special pointless knots, and the lower horizontals are placed closer together to prevent small animals from pushing through. The fence is coated before weaving with the best quality galvanising, and tested before leavof copper. For hunting districts there is an All White variety, coated with a special white, weather-proof composition which not only makes it visible but adds to its longevity. This white fence makes an excellent park or drive bordering; while for near the house there is the "Empire" White Lawn Fence, which neither interrupts the view nor casts shadows to the detriment of plants and grass. Gates suited to the various requirements of the fencing are supplied in ments of the fencing are supplied if desired. The wire is put up in rolls of desired. The wire is put up in rolls of from 55yds. to 220yds, supplied with or without posts (iron or wood), and two men can erect a mile a day when the posts are set. "Empire" Fencing is manufactured by Messrs. Parker, Winder and Achurch, Limited, of Birmingham, who issue an illustrated catalogue and will be pleased to give any information advice or quotations desired on application.

Carpets to Order.

SINCE the days when the Abingdon Carpe Company of Abingdon achieved fame with their "Cord" carpe they have gone on experimenting inexpensive, hard-wearing, hand-loom flow inexpensive, hard-wearing, hand-loom floc-coverings, until to-day there is scarced a type of home whose needs they could not adequately supply. The "Cord" carpet, either plain or with printed design, reversible, and in a large selection of durable dyes, still holds its own easily; but in addition there are now some excellent carpets of different make. Of these the "Roysse" is an admirable all-wool carpet in self colourings and shot and figured designs. It is made to order in practically any length without a seam up to four yards, and in colours order in practically any length without a seam up to four yards, and in colours to match wallpapers, hangings, etc. Another made-to-order carpet which is also coloured to the purchaser's own tastes without extra charge is the "Abbey," a fine, closely woven three-ply fabric, moderately priced and in a variety of quaintly original stock patterns. A carpet of excellent substance and A carpet of excellent substance and most pleasing texture is the tapestry square, a worsted pile weave of good appearance in a wide range of designs. Cheaper, but of proved wearing quality, is the "Hendred," a hand-woven seamless government of the state of the stat is the "Hendred," a hand-woven seamless square with a handsome fringeless border in numerous designs and colours. Uncommon and effective for country house purposes is the "Isis" matting, made from rushes grown in the Isis, sun-dried and hand-woven.

An Invention of AMONG the numerous devices for comfort in garden, camp and Many Parts. house, few, if any, can equal in adaptability and usefulness "The Tocah." Briefly described, "the Tocah" is a lounge eat, made of canvas on a strong wooden frame, but an instantaneous adjustment transforms it into a hammock; while by another touch it becomes flat and taut another touch it becomes flat and taut, when it can be utilised as a bed or table. That "The Tocah" has "made good" is evident from the fact that it has been supplied recently to the Empress of Russia and the Duchess of Sutherland. An illustrated list of "Tocah" specialities will be sent or application to land. An illustrated list of 10can specialities will be sent on application to The Tocah Company, Limited, 25, Montrose Crescent, Wembley.

AN interesting presen-A Presentation to tation has just been made to Lord Buxton, Lord Buxton. the newly appointed Governor-General of South Africa, by the officials of the Board of Trade and representatives of Chambers of Commerce and of the shipping community. The gift consisted shipping community. The gift consisted of a model, about two feet in height, of a square-rigged British warship of the early sixteenth century, wrought in silver and mounted on a silver-gilt stand. It was supplied by Messrs. Crichton Brothers, the well-known experts in Old English silver, 22, Old Bond Street, W. 14.

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Of

RACING NOTES

by the way, constructed in the state of the

Goodwood we have no immediate concern, for it will have been lost and won long before these notes appear in print. None the less, this much may

Stewards' Cup at

be said about it-that the three horses ranking in the estimation of the handicapper, Mr. T. F. Dawkins, are all "foreigners"—Harmonicon, an American-bred colt by Disguise out of Harpsichord; Good Morning, by Galifard out of Morning Light, bred in Austria-Hungary; and Adular, by Bogdany out of Duczi, bred at the Army Stud-the remount breeding establishment-at Sütveny in Hungary. Adular, as we know, is a very useful sprinter, but, if my information be correct, Good Morning must be a flyer indeed, for it is to the effect that in his own country Good Morning could give Adular at least 14lb.! Be that as it may, although, practically speaking, all our best home-bred sprinters were entered for the Stewards' Cup, Mr. Dawkins sets the three foreigners at the top of the class. Very likely, too, he is quite right in so doing. From his breeding, or rather, on account of the manner in which he was reared Adular is, perhaps, the most interesting of these three distinguished foreigners—the more so that he was, as I have already mentioned. bred and reared at a stud of which the special object is the supply of horses for military purposes. This great stud is under the sole control of General von Bacsak, Chief of the Austro-Hungarian Remount Department, assisted by Lieutenant-Colonel Count Batthyany and Lieutenant-Colonel O'Mannock; and I am indebted to the Bloodstock Breeders' Review for the following details dealing with the general management of the stud itself. Horses had, I may mention, been bred at Sütveny for many generations before the place was taken over on a twenty-five years' lease by General von Bacsak, and the grassland is very old permanent pasture. Many of our own breeders-Sir John Robinson among them-do not believe in permanent pas-To return, however, to Sütveny. The soil is chalky loam and the ground undulating. Such shelters as are provided for the stock are all on the tops of the hills, not

in the valleys, a system which appears to have been successful in preventing the breaks of epidemic disease which were formerly of frequent occurrence. The open air life is insisted upon General Bacsak. There is no door to any box or stable in the stud. Mares. foals and yearlings live in the open Adular was air. one of them-day and night, winter and summer alike. The horses (not the stallions) go about in herds in paddocks running up to two hundred acres in extent, in each of which a shelter roofed in. but otherwise open, is provided. These shelters are.

by the way, constructed in the shape of a horseshoe, and form, therefore, a sort of yard, into which the horses are driven every evening by mounted guards, there to find their allowance of oats—about five pounds per head—awaiting them. The young stock

are soon taught that life is not all pleasure, for, a week or two after they are weaned, they are regularly exercised for an hour or an hour and a half every day-kept on the move, walk, trot or canter-by mounted guards. this régime the youngsters become as hard as nails before they are "taken up." They have, moreover, learned to obey the word of command, and, we are told, bad temper is unknown. The stallions are well provided for and treated in a rational manner. Each of them has a four-acre paddock of his own, and his box is open day and night. To each of them, moreover, a companion is assigned in the shape of a quiet gelding, an arrangement which appears to work wonderfully well, both in keeping the stallion in good temper and providing him with an inducement to take exercise. an inducement to take exercise. As to this, the article goes on to tell us that "Before the stallions at Sütveny this, the article a companion they looked poor and miserable, and stood wondering and dreaming for hours. Now they are in high spirits and cheerful; trot and canter about with their companion, and are neither too fat nor too lean. They do not get any other exercise, but keep themselves hard and fit." first crop of Sütveny-bred yearlings were ready for breaking, etc., in 1911, and without testing their soundness it was proposed to put them in training and submit them to test of the racecourse; but it would seem that England is not the only country in which red tape dominates Government concerns, for this is what happened: Objection to the racing of horses bred at remount establishments having been taken in high quarters, it was arranged that the yearlings should be bought by General Merhal (on behalf of the Austrian Ministry of Agriculture) and resold by him (at a profit) to Baron Springer, on the condition that they should be raced and sold back again to the Ministry of Agriculture after having been for three years



W. A. Rouch.

CHINA COCK.
Winner of Three Liverpool Cups.

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in training. This having been done, they will then be leased by the Ministry of Agriculture to General von Bacsak for the Army stud. Hence it is that Adular, Aides, Bolond and Apart were sent by Baron Springer to be trained by Butters at New market. Two of these, Adular and Aides, are already familiar to English racegoers. Bolond we have not vet seen, nor shall we see Apart, for he broke his leg in his box and had to be destroyed. I do not know that there is quite so much difference as the writer of the most interesting article

from which I quote appears to think there is between the general management of our principal studs-private studs especially-and that under which the Sütveny Stud exists. not the space available, neither have we any stud for which so much space is necessary. In most of our study the yearlings, none the less, do get plenty of regular exercise, and in not a few studs they live, practically speaking, out of doors. The days of "blubber yearlings are, I think, over and done with, though, to my mind, many of the yearlings sent up to Doncaster would be all the better if not quite so well "done." After all, however, breeders who sell have to consider buyers, and there is no doubt that although yearling buyers of to-day are not keen on purchasing animals loaded with fat, they would hesitate a good deal-they do so hesitate-before paying big prices for yearlings "poor" in appearance, no matter how "hard" they Writing subject to correction, I take it, too, that might be. nothing like so much in the way of work and racing is expected of a Sütveny-bred two year old as of our home-bred animals of that age, so that the Sütveny-bred two year olds would have more time to profit by the extra room, etc., allowed them in the training stable. Our two year olds-the majority of them on the contrary, could not take up their work unless they had been well "done" as yearlings; there would be nothing to work upon. But between a properly "done" yearling—big, with hard, clear condition-and a fattened up animal there is all the difference in the world. The one can go straight into training and continue progressive work; the other has to get rid of all his "blubber" and be built up again before the trainer and be built up again before the trainer can think of setting him to work. There seems, however, to be no room for doubt that the system adopted at the Sütveny Stud is excellent in every respect, for the proof of the pudding is in the eating thereof, and, apart from such brilliant specimens as Adular and, according to all accounts, others bred at the stud, I am informed that, taking them all round, the stock there bred are singularly hard and healthy, possessed, moreover, of the best of legs and feet and plenty of bone-in fact, the very type of horse our own remount officers would wish to have at their disposal. As to this and other subjects connected with horse-breeding in Hungary I hope, however, to be able to write more fully and with knowledge gleaned at first hand, for, all being well, I am looking forward to a visit to the principal studs in Austro-

I am sorry to have to record the death of such a horse as Rock Sand. There is, however, the consolation that in Tracery he has left us a son as good as, perhaps better than, himself. Rock Sand, foaled in 1900, was a brown horse got by Sainfoin (2) out of Roquebrune (4), by St. Simon 11 out of St. Marguerite, by Hermit (5) out of Devotion, by Stockwell (3). The Two Thousand Guineas, the Derby and the St. Leger were among the races he won in the course of his career as a three year old. He was only once beaten as a four year old, and retired to the stud in 1905. For two years he "stood" in England; then he went to America, returning from there in 1912, when he took up his duties at the Villebon Stud, near Paris. I have not at my disposal a record of the stock got by him in America, but he is the sire of Tracery. Trenton.

HOLIDAY LAWN TENNIS.

A TOUR OF TOURNAMENTS.

UGUST is looked forward to very eagerly by lawn tennis enthusiasts. For many of them it is the one month when claims of business relax and they can devote their whole time to a round of tournament play; and both for the small company of "cracks" and the multitudinous army of "rabbits" ample provision is made by the promoters of tournaments. During the month no fewer than sixty-six open meetings will be held in various parts of the country, and, should the weather be kind, an enormous amount of enjoyment should be obtainable from playing in some of them. One of the things the lawn tennis player finds it hardest to determine is the selection of tournaments to play in, since, in the rather haphazard way in which dates are arranged, two quite neighbouring tournaments are not fixed for consecutive weeks, but have an interval of a week or fortnight between them, with no tournament within reasonable distance. The object of this article is to suggest two or three tours, each lasting three weeks or a month during August, which can easily be managed by players who are desirous of spending their holiday more or less in the same part of the country, thus avoiding long railway journeys with their attendant inconveniences and expense.

First, perhaps, a West Country tour may be outlined-one of the pleasantest trips for those players who want plenty of play themselves without feeling any burning desire to watch the crack players perform, though, of course, at all these meetings there are really good players to be found. Starting on the August Bank Holiday are the two neighbouring tournaments of Exmouth and Teignmouth. Of these, Exmouth last year quite revived the ancient glories which used to crown it years and years ago in the days of the Renshaws, when it always attracted the chief players in the kingdom. A delightful place to start a holiday, with a big entry, and (except in very dry weather) excellent courts. Teignmouth does not boast so many players of the first class, but is also a popular and pleasant meeting. In the following week the player may go on to Torquay or Looe, while the week after provides a choice between three tournaments-Budleigh Salterton, Dawlish and Falmouth. Of these Budleigh Salterton is the largest and best, and has the reputation of being one of the best managed and jolliest of the holiday To wind up the month Tavistock and St. Ives meetings. offer their hospitality, and both of them are pleasant meetings. There is another recommendation of the western tour to lawn tennis players who are also golfers, for, should fate or an unkind handicapper decree their early exit from the tournament lists, good golf can be obtained at Exmouth, Budleigh Salterton and St. Ives, the Lelant links, close to the last-named place, being, though on the short side, one of the most charming courses in the kingdom to play over.

Right in the other direction, for those who prefer the bracing air of the East Coast to the softer breezes of Devon and Cornwall, a not too difficult trip can begin with Saxmundham or Colchester in Bank Holiday Week (the first of these being a three-days meeting), and continue with the magnificent tournament at Felixstowe, where a great many crack players always go, or a large and pleasant meeting at Cromer. In the third week Hadleigh (Suffolk) has a rising young tournament, and Aldeburgh in the final week of the month always attracts a large entry. At most of these also golf can be called in to the rescue of those who "die young."

Another pleasant, though shorter, round may be taken in the Isle of Wight, with Sandown on the 10th and Ventnor on the 17th of the month. Those who do these two may be fired to try their luck at the big tournament at Southampton on the 24th, a meeting which, though young in years, has proved one of the most popular and successful, and is now the fourth largest tournament in the kingdom.

Turning northwards, though here the journeys between tournaments are longer, the player, beginning a little later, may start at Buxton on the 10th, continue at Scarborough on the 17th, go on to Carlisle on the 24th, and finish up at Yarmouth or Conishead Priory on the 31st. At the first two of these he will have plenty of opportunity, besides playing himself, of watching some very good play, and at Carlisle he will find a large and well-managed meeting. But perhaps the best and most popular of all tours is that which includes the big South Coast tournaments, which fill the bill from the first week in August till the end of the third in September. There are enough of these to provide two separate and distinct tours. One of these might conveniently consist of Bournemouth on the 3rd, Worthing on the 10th and Folkestone or Littlehampton on the 17th, finishing up with Southampton on the 24th and Parkstone on the 31st. All of these are pleasant meetings. shorter trip South Saxons (St. Leonards) on the 3rd, Hastings on the 10th and Bexhill on the 17th provide a very convenient group, all of which can be worked from the same abiding-place.

But for the player who wants a month or five weeks of really strenuous play, and cannot get away till the middle of the month, no better list can be suggested than Southampton, Chichester, Brighton and Eastbourne or Hythe to end up with. Southampton has, as previously mentioned, a huge entry, and very good courts; Chichester is played on one of the prettiest grounds in the country; Brighton is a very large affair, with all its handicaps divided into two classes, so that indifferent players have a better chance of success than at most meetings; and Eastbourne—well, Eastbourne is the tournament of the whole season. The beautiful Devonshire Park, with its twenty-four courts all full of players, is a sight not to be forgotten, and everybody who is anybody in the tennis world, and very nearly everybody who is nobody, sends in his entry for this mammoth meeting, which extends over ten days, and includes every day and all

day matches which most tournaments would be only too delighted to have for their finals. Twelve hundred and fifty matches were on the Eastbourne programme last year, and some idea of the size of the tournament may be obtained from the knowledge that a four hundred match tournament is a very big one. Eastbourne has been for years, and will always continue to be, the Mecca of the holiday player, and when the last ball is hit over the net there, those who have survived to the final stages may be sure that they have well earned whatever prize it is their happy lot to receive.

F. R. B.

TENNIS.

THE M.C.C. PRIZES.

T is a pity that the M.C.C. tennis authorities do not bring this competition into line with the championship competitions as held at Queen's Club and in Paris, and substitute a crowded week of glorious tennis for their present system of contests, which drag their slow length along for the best part of two months. Such a change would ensure the presence of all the best amateurs, would save an infinity of trouble and correspondence in fixing up matches, and minimise the unfortunate number of scratchings which have been a feature of this year's competition. Further, it would heighten the interest in a struggle which was for years looked upon as providing the Blue Riband of Amateur Tennis, and still holds a very high position among all lovers of the game. It must be confessed that this year the closing stages have not been altogether satisfactory, though all tennis players will join in hearty congratulations to Mr. J. F. Marshall on winning the Gold Prize, and on the superb performance which he put up while doing so. He played, perhaps, the best game he has ever played in his life, and it was extremely unfortunate for him that his opponent was unable to play the match to a finish, and so give him the satisfaction of a complete victory. At the end of the second set, in spite of Mr. Miles' gallant struggle, there was clearly only one in it, and that was not Mr. Miles. possible, though he showed no sign of it, that he was handicapped in the first two sets by the strained toe, which caused his retirement after the third set. If so, all honour to him for the splendid fight which he put up; but if the strain only began to trouble him in that third set, it is not too much to say that it made not the slightest difference to the ultimate result.

Mr. Marshall started well and confidently; in fact, his play this year has been marked by a confidence which in previous years was sadly lacking. He won the first game and, after his opponent had made the score 1 all, again took the lead at 2-Then Mr. Miles played in great form for two games and won them both, forcing three times successfully for the dedans in the fifth game. He reached 4 games to 3, but then Mr. Marshall, playing with the utmost coolness and utilising an underhand twist service as a variant to his usual reverse American service, took the next three games and the first set. This underhand service was a great factor in Mr. Marshall's ultimate victory. Mr. Miles was never quite at home with it, and it cramped his favourite stroke, the boasted force into the dedans, which is his usual reply to the American service. The second set was an even better one than the first. Mr. Miles led by 3 games to 1, but Mr. Marshall equalised at 3 all, and after that the scores were called 4 all and 5 all. It was now plain that Mr. Miles was getting distressed. Generally speaking, he is one of the quickest men in the court between the rests, frequently serving even before the marker is in position. Now he became dilatory, and was ultra-particular with regard to the removal of balls lying in the court, even though close to the net. He won the game and made the sets 1 all, but it was clear that Mr. Marshall was far the fresher of the two and, barring accidents, must win.

And then, alas! came the débâcle. In the third set a strained toe prevented Mr. Miles from getting about the court. Occasionally, as in the third, sixth and seventh games, he made brilliant efforts, and seemed for a time to forget his disability, but his brilliance was spasmodic, and he could make no headway against Mr. Marshall, who now, with victory in sight, was playing with great severity. The latter won the set by 6 games to 2, and as Mr. Miles was unable to play further, the match and the Gold Prize by 2 sets to 1, 17 games to 12 (6—4, 5—6, 6—2, retired). He fully deserved his victory, and is most heartily to be congratulated on this, his first success in the competition.

Under the rules governing this competition, any player whom Mr. Marshall had defeated in previous matches had the right of challenging for the Silver Prize, which, except in the case of a challenge, goes to the loser of the Gold Prize. Three players, Major A. Cooper-Key, Captain R. K. Price and Mr. E. A. C. Druce, were entitled to this privilege, and Captain Price exercised his right. Unfortunately, Mr. Miles decided not to defend his title, so Captain Price won the Silver Prize without a contest. He won it previously in 1910, since which date it has been held by Major Cooper-Key.

List of winners of the M.C.C. Gold Prize: 1867–1881, Mr. J. M. Heathcote; 1882, the Hon. Alfred Lyttelton; 1883, Mr. J. M. Heathcote; 1884–1885, the Hon. Alfred Lyttelton; 1886, Mr. J. M. Heathcote; 1887–1895, the Hon. Alfred Lyttelton; 1896, Sir Edward Grey; 1897–1899, Mr. E. H. Miles; 1900, Mr. J. B. Gribble; 1901–1906, Mr. E. H. Miles; 1907, Mr. V. H. Pennell; 1908–1913, Mr. E. H. Miles; 1914, Mr. J. F. Marshall.

POLO NOTES.

THE HANDICAP AND FORM.

HE revised handicap, kindly sent me by the secretary of the County Polo Association, is in many ways interesting, but perhaps the most interesting point is the commentary on the season's form which it affords us. I think the most careful judges will agree that it is a great evidence of the soundness of the handicap that its results should correspond so closely with the season's play. We may be permitted to be pleased that the handicappers have accepted our estimate, made last May, of Lord Wimborne's team. They stand, as international winners ought to do, at the head of the handicap. Captain Tomkinson is 8, and Captain Cheape, Captain Barrett and Captain Lockett are 10 each; therefore the aggregate of the team is 38. This is higher by one goal than the total of the Old Cantabs, who stand at the head of our home teams in 1914 with 37. The international team has obviously a slight superiority to the Old Cantabs on paper, but in practice it would depend entirely on ponies and form (on the particular day) which team won in a match. These teams are practically level, and this confirms a view I have long held, that the Old Cantabs sent out as a whole might well have won the Cup in America. Then we have the 12th Lancers with a total of 32, the most successful team of the This handicap list, published under the joint authority of the Hurlingham Polo Committee and the County Polo Association, contains 2,103 names. Of these, seventynine are estimated at 7 goals and over; twenty-three are These last include given the highest points of 9 and 10. These last incl the American "Big Four" and Mr. Foxhall Keene, that there are nineteen English players who are at the top of the first class. Next comes the middle class over 4 and under 7, which numbers, under the latest revision, about 135, leaving about 1,800 names at the lower end of the handicap. There is probably no other body of polo players which has so large a proportion of men players who can be accounted of international form. Tested by the aggregate of teams at the head of the year's polo, the handicap comes out well. If we take the year 1914, which was a particularly good polo year, the quality of the teams and of the play being very high, we shall find that the handicap places the teams in something like their right order. The team which Lord Wimborne took out to America has as its total 38. Next to them comes the Old Cantabs, the champion team of the year, with 37; then the 12th Lancers, winners of the Whitney Cup, the Inter-Regimental Tournament and the Coronation Cup, with 32. On the same level is the Cavalry Club team with 33, and the Old Etonians with the same figures (this team won the first Rochampton Open Cup). The 12th Lancers subalterns' team had a total of 28. The 1st Life Guards, a most admirable team, were handicapped at 26. But on the day of the final of the Inter-Regimental at Hurlingham they were not 6 goals behind the 12th Lancers. We note that the four best teams of the year varied in their aggregates between 33 and 38, which fairly represents their respective values when at the top of their form and mounted on their best ponies. There is very little difference between them, and each is likely to win in its turn. The Old Etonians and the Old Cantabs were not at their best when they were beaten, and so in like manner the 12th Lancers were a little stale when they were run so hard by the Cavalry Club. If we take them as they were handicapped in 1914, it would have been safe to lay a shade of odds that they would come out of a tournament much in the order of the handicap. It would, that is, be slight odds on Lord Wimborne's team and the Old Cantabs

beating the others.



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IDDEN away in the south-west corner of Sussex and pleasantly remote from the railway is the

village of West Wittering. The peaceful atmosphere of the district has a characteristic symbol in the delightful brick Tower of Cakeham near by built in Tudor days by a Bishop of Chichester, who sought relaxation and resh breezes by this Sussex shore. Elm Tree Farm was a farm indeed, until a year or two ago, when it was rescued from neglect by Mrs. Illing-worth Illingworth, for whom Mr. Godfrey designed the garden, now illustrated. The house is a building of the greatest simplicity, yet marked by the unaffected distinction which sits naturally on traditional work. It is set back well from the quiet byroad, and is seen prettily across the lawn through the arched gateway. The low cow-barns, which enclosed two sides of the old farmyard, partly frame a sunk garden bordered by flowers. In describing what has been done to make the garden, we may

leave Mr. Godfrey to speak for himself, as there are some notes on Elm Tree Farm in his admirable book, just published, Gardens in the Making (Batsford), eastern side of the lawn, along the front of the house and so to the stable yard. It was not practicable to alter the position



Copyright.

FROM THE NORTH-WEST.

" C.L."

of the doors without considerable expense; the drive. however, was removed and an ample carriage-way made direct from the road to the garage and stables. Carriages could thus set down within a few feet of the front door without intruding on the garden." Mr. Godfrey wisely lays down as a general rule that the entrance to a house should be screened from the gardens, but the hard logic of facts had to be faced and the rule could not be applied here without unreasonable expense.



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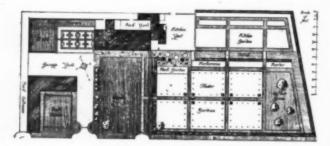
ENTRANCE FROM ROAD.

from which the plan is also reproduced. "The house faces south and looks across a broad lawn to the road. entrance was on the south front at its western end, and there was a drive which passed awkwardly from the road up the



TREES AND PAVING.

"A broad walk of the beautiful Purbeck stone is laid along the front between the house and the lawn, and with its level character increases the quiet sobriety of the Georgian house. . . . Some outbuildings and planting were removed at the eastern end, the south wall of the house was continued in brickwork for some distance and with it the paved walk, which, with the ascent of a few steps, passed beneath some tall elms and terminated with a seat against a return wall. In this way a shady terrace was procured where shade was needed, a pleasant entrance to the flower



garden was effected, and, most important of all, the walk by the house was given length and the charm of a graduated perspective." To the west of the house is a little formal garden, somewhat exposed, it is true, but giving a pleasant outlook from the window of the principal sitting-room.

Mr. Godfrey's book deals clearly with many general points which are illustrated by drawings by himself and Mr. Edmund Wratten. "The passion for gardening among the majority of people unfortunately does not imply, at the



Copyright.

THE FLOWER GARDEN.

"C.L

present day, a widespread grasp of the principles of design. The untrained eye—and the age is full of untrained eyes where art is concerned—admires the effect of a skilfully planned garden, but is seldom capable of seeing that there are serious principles involved, or that without them such effects would be impossible."

The author has a chapter on first principles, but it is happily short. In matters of this sort a square foot of drawings clearly setting out good and typical gardens is worth an acre of letterpress cloudy with principles. On the question, sometimes a vexed one, as to how far the architect may justly expect to design garden as well as house, our author has some sensible things to say: "Popular know-ledge is chiefly in matters of detail rather than of generalised principle, and gardening especially lends itself to the acquirement of multitudinous facts about individual flowers. This does not engender humility, and, as often as not, it breeds a prejudice against any serious arrangement, and chiefly against the formality of architectural planning. Yet this prejudice, like so many others, is more wilful than wise; it is the fruit of a gentle anarchic state of mind which fails to grasp the meaning of order and of design, and which fancies that it allies itself with Nature—that Nature which, nevertheless, responds so lovingly to the wise tuition of mankind. To those who still refuse to allow the architect a place in their garden councils, and who cling persistently either to the Victorian taste or to the purer joys of the wild garden and the 'wilderness,' we will submit only one plea. We beg them, as they have time and opportunity, to see the effect of rational planning in those fine old gardens, chiefly of the seventeenth century, that have reached such glorious maturity on

as they have time and opportunity, to see the effect of rational planning in those fine old gardens, chiefly of the seventeenth century, that have reached such glorious maturity on the lines long ago laid down."

Well designed gardens have sometimes failed to yield the effects expected of them for lack of co-operation between designer and planter. Both are essential factors in achieving a perfect result, and it is foolishness to minimise the importance of either's contribution to the common end.

L. W.



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SHOOTING NOTES.

THE BISLEY MEETING: THE SECOND WEEK.

URING the second week the conditions were much more difficult than during the first, therefore the shooting was more interesting, the monotonous succession of possibles gave place to much more varied shooting, and fortune counted much, as well as skill. The result was that several comparatively unknown men came to the front-never a bad thing in any sport. most exciting shoot of all was the last stage of the King's Prize; rarely of late years has there been a greater disparity between the total scores of those who just secured a place in the King's Hundred and that of the Silver Medallist. Yet when the men went down to commence those last two shoots of fifteen rounds at 900yds. and 1,000yds, the prize was anybody's for the winning; usually the bottom man in the Hundred would not win if he returned full scores at each of the long ranges, but this year the conditions were so difficult that very few scores of over 60 (out of 75) were made at either 900yds. or 1,000yds. The figures tell their own story. The two men who tied did so with scores There have been years lately when a man had to obtain 335 and more to win. F. R. Radice, the Oxford captain, in 1910 won with 340, a magnificent shoot, and though he won the Silver Medal with the wonderful score of 200, he was only eight points in front of the men who only just tied for a place in the This year the scores tailed out considerably. Hundred.

Saturday was a day of misses; everyone had misse wind was gusty rather than very strong, and sudden lulls came when one least expected them. As these sudden lulls made a matter of an 11ft. difference in where the bullet struck, and as the breadth of the target from the centre of the bullseye to the edge is only 5ft., misses were by no means surprising. Exceedingly dramatic was the finish when Fulton and Dewar went down to fire their three-shot tie. The time seemed interminable. Dewar fired, and after moments that seemed an age a magpie (3) was signalled; what a magpie it was, too, barely on the target at the right-hand corner. Fulton fired; a bullseye (5) by a quarter of an inch. Everyone breathed freely. The match was over. Again Dewar fired; a central bull. Fulton would surely get a magpie at least. An awful wait and the dummy came up blank. For once no half-crown was demanded for the challenge. Down went the target again, only to reappear sans spotting disc-a miss. Then Dewar fired; an outer (2) was Would Fulton get a bull and tie again? He fired; shown. a magpie was signalled. Dewar had won.

THE LORDS AND COMMONS MATCH.

On a difficult day it is an unpleasant thing for anyone quite out of practice to be put down to shoot in a team, perhaps without having fired for a year, and if a man has an old and wellcarned reputation to lose, he will not feel that the case is made any better. Therefore, one can sympathise with a certain former captain of the Cambridge Eight, who was in the losing team in the Lords and Commons Match. From the onlooker's point of view the match was extraordinary. After the shoot at 500yds. the Lords led by two points, with a total score of 218. At 600yds, the team representing the Upper House seemed to go to pieces, while the Commons team made a score of 200, proportionate to their 216 at 500yds. So the House of Commons won the Vizianagram with a total score of 416, while the House of Lords only managed to make 390. It is very difficult to understand why the losers should have shot so much worse at 600yds.; one would have thought that they would have found the more clearly defined bullseye target at the longer range easier than the figure target at 500yds.

A NEW RECORD WATERBUCK'S HEAD.

There are at present some very fine African heads at Messrs. Rowland Ward's in Piccadilly. Dr. Wollaston's famous waterbuck head, which has so long held the record, is at last dethroned. Sir Frederick Jackson has brought back a magnificent head of this fine antelope with horns measuring no less than 37in. from the Hima River, Uganda. Dr. Wollaston's head is 36¾in. There are several other fine heads of the same species only slightly inferior, and an impala of graceful shape which must be a record for Uganda.

A DIARY AND GAME REGISTER.

A diary and game register for the season 1914-15, of waist-coat pocket size, has been issued recently by Nobel's Explosive Company. It contains a table of twelve-bore loads for N.S. Smokeless, Empire Smokeless and Sporting Ballistite, together

with shooting and fishing seasons, game, gun and motor licences, and other general information. The diary may be had post free by writing to Kingsway House, W.C.

RETRIEVERS AND FIELD TRIALS.

By CAPTAIN AYMER MAXWELL.

HE notes on the value of field trials for retrievers which found prominent place in a recent number of COUNTRY LIFE (June 27th) seem to demand a reasoned answer for they are liable-although more or less worded in an interrogative form-to give a wrong impression of trial work and trial dogs, reflecting as they do a point of view only too common among shooting men and keepers, who have no personal experience on which to base their judgment, and are often only too ready to accept and repeat the casual criticism of others without really knowing how far they are justified. It is certainly desirable for the interests of our friend the retriever that there should be a clear understanding on the subject, that we should know whether there are really to be two varieties in future, as distinct in their functions as racers and hunters among horses, the one for speed and open competition, the other for practical work. For we are asked to accept as at least tenable propositions that the field trial winner is not likely to be very serviceable in "actual work," that without the constant supervision of his breaker we can expect from him little steadiness and less initiative, and that the judges at trials, having small opportunity of seeing the competing dogs doing "real" work, are influenced in their decisions more by showy displays of dash and pace than by qualities of more practical value. Arguing from these premises, which unfortunately many with little or no experience of field trial dogs and their ways will readily accept as true even when qualified as "what the critics say," the writer of the notes in question proceeds to damn field trials with the faintest of praise. The shortcomings of the champion field trial dog as a worker in the shooting field ruling him out of the count as a useful companion for the gun, his continued existence can only be justified because his descendants may be expected to inherit some inborn tendency to obey the signals of human hand and voice, and because in type he comes a little nearer what the practical shooter wants than his degenerate cousin of the show-bench-a sorry consolation indeed.

THE POINT OF VIEW.

Now, in attempting to justify field trials as an institution of lasting value for keeping up the standard and still further improving the working qualities of the breed, the personal note must needs intrude, and I may as well at once confess that dogs have an interest to me quite apart from shooting, that it has been my good fortune to judge at trials with most of the leading authorities, and that dogs from my kennel have for some years been regular—though not very successful—competitors at the autumn meetings. If these admissions discredit my evidence in the eyes of shooters, to whom the dog is only a necessary adjunct to the gun and nothing more, then all the more reason that the case of the field trial dog should be put as clearly and as shortly as may be, without either generalities or evasions.

FIELD TRIAL WINNERS IN THE SHOOTING FIELD.

The charge that the best field trial dogs are not likely to prove useful members of a shooting party can hardly bear examination. A practical test would soon convince anyone how wide of the mark is this curious criticism. Take Mr. Butter's Peter of Faskally, Colonel Weller's Meeru, Mr. McCall's St. Mary's James, Mr. C. Allington's Bright, Captain Burrell's Brooms Park Sikh and Mr. J. R. Wilson's Sheardrum Pat, and you would have a team representative, in their various styles, of all that is best in the field trial world of to-day. Set these half-dozen dogs and their handlers to do the necessary dog work of any week's shooting, actual work, walking or driving, at a covert shoot or in a snipe bog, in grouse butts or at one of the modern holocausts of so-called wild duck, and beyond all doubt these field trial champions would do the work better, quieter and quicker, with less disturbance of ground and loss or damage of game, than any six practical shooter's dogs in the kingdom who have never had the disadvantage of being trained for trials. It is an honest fact-though many may refuse to believe it-that neither dash nor pace win field trials. Style may certainly count for a little where all other things are equal, but in those "other things" how much is comprised, for to win a trial a dog must be a real good shooting dog and just

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a little more. That "little more" is all that separates the field trial champion from the practical working dog, and simply means that by great pains and trouble the man who can get the best out of a dog develops his natural intelligence somewhat beyond the normal, and thus draws a little closer the subtle bond of union that must exist in some degree between dog and man where any good work is to be done at all.

NEGLECT OF THE HUMAN ELEMENT.

To many shooting men a trained dog is expected to work like a machine for finding and retrieving game. They forget that every dog has some individuality of his own, and that his character must be studied and at least partially understood before good work can be got out of him. In this neglect of the human element there is always a fruitful source of trouble. For instance, B, who is fond of shooting but knows little of dogs, watches A, whose hobby in life is dog-breaking and making, winning some trials in great style. Nothing will content B but the possession of this dog, which he buys from A at a long price. Now, A likes a dog that is difficult to break; so long as the dog has a good nose he does not worry much about anything else; indeed, he finds it more interesting to work with one that wants studying than with some placid, tractable So off goes B with his high-couraged field trial winner; he tells all his friends about it, but leaves it to his keeper or servant to look after until the next time he goes to a shooting party, when great things are expected of the field trial winner. But the bonds of a wholesome discipline have been relaxed, the understanding between dog and man is gone, and the expensive purchase probably proves an unmitigated nuisance, which is all set down to the rotten influence of field trials.

AWARDS AT TRIALS.

The one point on which the practical value of trials must depend is the system of judging, so it may be well to run through the prize list of a typical stake and see what influenced the decision of the judges. Out of fourteen dogs running, half received no award; but in each case the dog that was put out of the stake suffered for some fault that would materially affect his efficiency in the shooting field. One left the line of a running partridge to give chase to a hare; another had a hard mouth and damaged the game he was carrying; three of the others failed several times to find dead game or to hold the line of a runner, either because they were "short of nose" or because they lacked perseverance in hunting, or else -most common of all-because they were not under command, and ranged far and wide, disturbing fresh game and wasting much time without any chance of finding the bird they were sent for unless they happened to tumble over it in their wanderings. Of the remaining two who failed, one lost his chances through bad handling, the man forgetting the necessity of considering the wind when working his dog, and worrying the unfortunate animal all the time he was down by a continuous and bewildering series of calls, signals and whistles; the other was turned down for bad delivery, constantly carrying birds to within a few yards of his master and laying them down on the ground before bringing them up to hand, a habit which eventually resulted in the escape of a brilliantly found running partridge, subsequently deposited in thick turnips and lost for ever. dogs received certificates of merit; all these dogs worked well, but failed to find birds which were afterwards picked up by one of those "in the money." The dog placed reserve did all that was asked of him, but took such a long time about it that he could never compete with the winning three in picking up birds during the short time allowed between the drives or rises of modern shooting; if a bird fell at any distance from the line, his master had to walk the whole way himself, his dog pottering away conscientiously within 20yds. of him. There was little to choose between the winning three, luck or the fact that it was the winning dog's day out determining their relative position. But they were obviously the best dogs in the stake for the practical purposes of shooting; they worked their ground closer, showed more perseverance, more intelligence (following their handler's signal or working on their own according to circumstances), took less time and disturbed less ground than the rest. They all found birds on which other dogs had failed. This is no fancy picture; the writer took part in judging more than a hundred retrievers at field trials last season, and his evidence is at least first hand.

THE FIELD TRIAL MAN'S IDEAL.

In conclusion, it may well be brought to mind what quality every owner of field trial retrievers is seeking to breed or buy. It is not extra speed or dash, though naturally some "steam is necessary to carry a dog successfully through a field trial, as it is through any week of regular shooting. The one thing everyone is trying to get is a dog with a better nose, the ordinary retriever being equipped with none too serviceable an article. when compared with pointer, setter, collie or even many of the terriers. This indisputable fact should surely prove that field trials still have a real value, and that the ideal dog for trials need shirk no test of ordinary shooting; only the best dogs, like the best horses, or, indeed, the best of anything else, in most cases, take some handling. The man who expects his dog to work like an automaton had perhaps better content himself with the slow potterer who gets reserve or a certificate of merit at trials.

CORRESPONDENCE.

RABBIT WARREN.

SIR,—In reply to "Warrener's" enquiry in your issue of 4th inst., is a very difficult question to answer off hand. First of all, 1 think it would be very difficult to hire 1,200 or 1,400 acres of land to be kept as a warren entirely. Landowners who have suitable land for that purpose run their sheep over it, and also drive partridges over it. The rabbits on this land go long distances to get food. If such an extent of land is to be kept entirely for rabbits, it will have to be completely enclosed with wire netting to prevent them going out and doing damage to the surrounding country. Warreners are to be had for killing rabbits at so much a dozen-2s, or 2s, 6d., according to the number on the ground. Then, again, all vermin—cats, stoats, rats, etc.—must be kept down. There is a sale for rabbits in the big towns. the Midlands. I used to sell my rabbits to a dealer who fetched them, and, if I remember rightly, I averaged about 3d. per head. It seems to me that if a man had 400 acres of country and made a profit of £150, he would have to kill 6,000 rabbits at 6d. per head and, in addition, a sufficient number to pay for rent of land, expenses of killing, and feeding in winter and the labour of looking after it. Personally, I should not advise a man to go in for such a scheme unless it was his own land and he sold the rabbits straight to the smemen in the big towns without the intervention of the local dealer.—S. M.

ANSWERS TO CORRESPONDENTS.

SEEDLING ORANGES NOT FLOWEING (W. B. S.).—Your seedling oranges can be used as stocks, upon which good varieties can be budded or grafted. If you can procure buds at the present time, insert them by all means, but it is probable that you will do better by grafting the plants in spring. The work should be conducted in a close, moist and warm greenhouse and similar conditions must be observed with regard to house accommodation until the union between stock and scion is complete. If the plants can be kept in a propagating case so much the better. It is probable that you could procure grafts from Messrs. Rivers, Nurserymen, Sawbridgeworth, or they might be willing to undertake to graft the plants for you and keep them until the scions were safely united to the stocks. A fee for the work could be arranged beforehand.

TROUBLESONE WEED (Ynys).—The weed you send is a species of Equisetum, or Horse's Tail. In the cultivated soil you cannot do anything more than dig out the roofs as often as possible, and keep the tops heed off as fast as they appear. If persevered with, this treatment would soon weaken and eventually destroy the plants. Your ash paths and gravel tennis court are, however, amenable to different treatment. You ought to give them a good dressing of one of the advertised weed-killers, using it one and a laff times ordinary strength. If repeated two or three times, when the weeds commence to grow again, this will clear them. Be careful of other vegration when using the weed-killer.

killer.

RAISING ACASIAS FROM SEEDS (Northerner).—We do noy think that the acacias, seeds of which have been sent to you from Tasmin'a, will be hardy in your district, but would do well in a cool greenhouse. You should sow the seeds now in pots filled with soil composed of peat, loam and sand in equal proportions, and stand them in a cool greenhouse or frame. Some may germinate soon, while others may remain dormant until next year. The seedlings should be potted separately into small pots before they get many inches high. We advise you to soak the seeds in water, preperably kept warm, for forty-eight hours before sowing.

KENNEL. KENNEL.

NASAL CATARRH (Apis).—The purulent discharge may arise from several causes but the age of the dog renders prognosis unfavourable. A complete cure is not very likely to occur. Spraying with a 2 per cent, solution of creolin, and coating the external parts with vaseline or oxide of zinc ointment is the treatment that suggests itself as most suitable. Relief may also be afforded by painting the cavity with a 1 per cent, to 5 per cent, solution of cocaine. Very rarely indeed these symptoms arise from the presence of worms, but in that case the discharge is tinged with blood. Should this be seen, you had better write us again, but we should scarcely suspect the parasites in view of their rarity. A polypus may also do the mischief, but your veterinary surgeon would probably have detected that. On the whole, we think you cannot do more than spray gently or paint with the cocaine solution.

NATURAL RISTORY.

WASPS' NEST (F. W. Brooke).—The nest you sent is a good deal broken. It appears be the earliest stage of the nest of one of the common social wasps (Vespa germanica V. communis), but it is impossible to say without seeing the insect. It is true that ps are among the enemies of bees, but this nest would not cause your hive to be ried. It is only when the wasps themselves enter and carry off the worker bees made force that this result havener.

by main force that this would happen.

CRAME FLY (T. Whitaker).—The fly you sent is a large crane fly (Tipula gigantea).

It is not at all rare, but it is less common than the ordinary T. oleracea, which does so ich damage to grass in its larval stage, when it is known as the leather jacket.

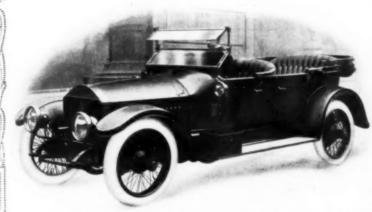
much damage to grass in its larval stage, when it is known as the leather jacket.

TENNIS COURTS.

M. W. (Fife).—The only sand court known in the British Isles is made like an ordinary rubble court. On a foundation of clinkers (preferably what is known as clinker ash) or broken brick a super-layer of granulated brick or burnt clay is laid. On this is put a dressing of sand which is rolled into the clay. It takes time before the two amalgamate. It is not advisable to mix sand and burnt clay first, as nothing is gained by the labour involved. On the whole, the result compares very unfavourably with the sand courts of the South of France, for example. The sand there has a natural binding quality, and only needs laying down and rolling. So far we have not discovered any material with which to combine British sand so as to make it both porous and binding. But the principle of filling in the interstices of a rubble surface with sand is a fair substitute and is not unlike the road-maker's method of treating tar-macadam with sand. In time the rubble or burnt clay regains its original plasticity, and combines fairly well with the sand to form a resilient and porous surface.

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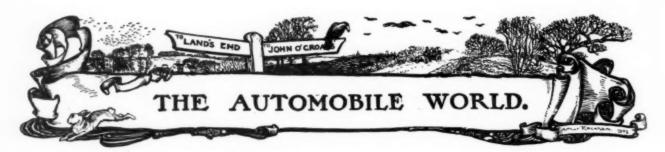
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TOURING IN DERBYSHIRE: THE PEAK DOVEDALE. AND

T is a superstition, handed down from the early days of the automobile, that Derbyshire is a district to which the motor tourist comes only at the risk of terrific gradients possible to nothing but a high-powered car. This, of course, is an extravagant notion which should have been exploded long ago; but traditions and superstitions of this kind seem endowed with immortality. You cannot kill them. There is not the least reason why a man with a moderately powered car should not see the best that Derbyshire has to show the tourist; and that best is indeed very excellent. has to show the tourist; and that best is indeed very excellent. This, of course, is a shire pretty evenly divided between industrial developments and scenic attractions; and some of the most delightful and engaging spots are accessible only to the pedestrian. It therefore becomes a matter of exact know-ledge to plan a tour which shall compass most of the desirable without running into the worst regions of coal-mining and factories.

The Londoner is best advised to make his way to Derby, preferably by way of St. Albans, Daventry, Ashby-de-la-Zouch and Melbourne; some 144 miles. Between Melbourne and Derby he crosses the Trent

Derby he crosses the Trent by that lengthy causeway and bridge at Swarkestone which marked the farthest point south reached by Prince Charlie's Scottish army in the rebellion of 1745. Derby town is a necessary point to be touched, but it is an interesting place. Proceeding through it to the Duffield Road, and through Belper and Ambergate, the Matlocks—Matlock Bath and Matlock Bridge—are reached in eighteen miles. So much has been written of these olden resorts that nothing of value can be added; and cer-tainly the tourist may be expected to proceed on his way, after glancing at the Derwent and the famous High Tor, which nothing has yet succeeded in vulgarising. The first real in vulgarising. The first real joy of his tour will be Darley, to the left of the road in another two and a half miles. There, in the churchyard, is one of the half-dozen "finest" and most ancient yew trees in this country. In the church is the most interesting of all the Burne-Jones windows, a very curious and archaic work. curious and archaic work, representing the "Song of Solomon." In a further two and a half miles we reach Rowsley, which is the strategic point for Chatsworth and Haddon Hall. Rowsley, how-ever, is not merely a place from which to reach other places. It is sufficient unto itself, with its fishing in the Derwent and the Wye, and its ancient inn, the Peacock, justly regarded as one of the most potable among the most notable among the most notable among the hostelries of England. It greatly resembles a private house, and was, indeed, built in 1652 as a mansion of the Stevenson family, becoming an inn only in 1828. The Peacock has latterly been restored and its beautiful gardens beside the river restocked. The the river restocked. The American Ambassador was here

On one of the windows is an inscription last summer.

satirising other window-scribblers: Whene'er I see a man

Who has written his name on glass,

I know he owns a diamond ring, And his father owns an ass.

Rowsley, as already hinted, stands at the parting of the ways. If you wish to proceed to Haddon Hall, Bakewell and Buxton you turn left, and if to Chatsworth and Castleton, the capital of the Peak District, you bear right. Haddon is, capital of the Peak District, you bear right. Haddon is, however, less than two miles from Rowsley, and can easily be seen by those who elect to go the Chatsworth round. That beautiful old home of the Vernons, beautified to its present form by Sir George Vernon, the "King of the Peak," who died leaving only an heiress, the famous Dorothy Vernon who married Sir John Manners, is visited every day in summer by hundreds of tourists of all classes. Its beauty and romance appeal to everyone appeal to everyone.

generosity

Chatsworth has more austerity in its magnificence. The crosity of the Duke of Devonshire permits the house and grounds to be accessible to the public from 11 a.m. to 3.30 p.m. on Tuesdays, and Thursdays in the summer. and Thursdays in the summer months. Leaving Chatsworth months. on our progress and passing through the village of Edensor (locally "Ensor"), Baslow is entered, a village seated down Derwent. on the Thence on the Derwent. Thence through Calver to Stoney Middleton, where the limestone cliffs rise directly from the roadside, at the backs of the houses: a quaint scene. Beyond this, and half a mile to the right, is Eyam, famed for the fearful visitation of plague in 1666, when, out of a population of 350, no fewer than 260 died. The Saxon cross in the churchyard is a fine example.

In five miles from Stoney Middleton the cross-roads known as Lane Head are reached. Half a mile to the left, down in a fold of these limestone uplands, Tideswell, a large village a magnificent church, generally styled the "Cathedral of the Peak." In it, among others, are buried the Lyttons of Litton, a woe-begone, bleakor Litton, a woe-begone, bleak-looking hamlet, one mile distant. When they sold their property and left Litton for the South of England, they transplanted themselves to some immediate good. The Earls Lytton claim good. The Earls Lytton claim them as ancestors; but the last of the family was really Sir William Lytton of Knebworth, who died childless in 1705, and was succeeded by a Strode.

Resuming from Lane End and turning to the right, a fine run, switchbacking over the stern and rugged moors past Hucklow, leads down into Bradwell Dale. Before entering the village of Bradwell, the ancient farmhouse of Hazelbadge will be noticed on the right, bearing the arms of the Vernons. Bradwell is a poor sort of a limestone-quarrying village. Through it we come to Hope and thence along an easy road into Castleton.



APPROACHING MATLOCK BATH.

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The Rolls-Royce, I impressions of the conduction of

The two great attractions of Castleton are the famous Peak Cavern and the Castle of the half-legendary Peveril of the Peak. Had it not been for Sir Walter Scott, Peveril would have remained in obscurity, no doubt; but the Peak Cavern needs no aids to publicity, being, in fact, a yawning chasm in the hillside, out of which runs a stream called the Peakshole Water. The entrance to the Peak Cavern is the most completely dramatic thing of its kind in England; and the tragedy of it, from the point of view of the proprietors, or leaseholders, is that really the best part of it is just this immense orifice, which everyone can see for nothing. Peveril's hoary keep is perched above in an almost inaccessible situation.

Out of Castleton we are confronted by a fork of roads, with the telegraph poles going to left, as though that were the better way. It is not. But no signpost, nor warning direction of any of the motor organisations, gives the stranger guidance. This is the old rugged road up the Winnats (i.e., Windgates) Pass; a grand spectacle of jagged limestone cliffs, quite a possible route to any sporting tourist with a good car, but certainly not one which you would like to come upon unawares.

Taking, therefore, the right hand road, a long ascent leads up around Mam Tor. On the left will be noticed the "Blue John" Mine, originally opened by the Romans in search of lead, which they never found, and afterwards proved to be a series of marvellous caverns in the limestone rock. "Blue John" is the name of a beautiful amethystine and topazine fluorspar found here, and nowhere else in the world. It is growing somewhat scarce now. That the Romans knew it and worked it into ornaments is proved by a vase of that age still preserved in the Vatican.

At this point we are fairly in the heart of "The Peak," which is quite a different kind of country from that which its

a dead end. The famous Dovedale itself must be explored afoot. There are three miles of fascinating scenery here; woods, water, and limestone crags.

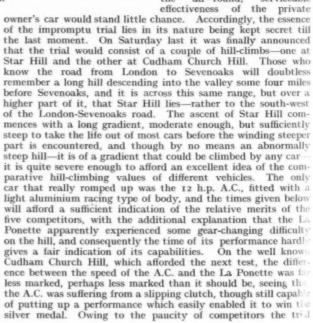
Returning from these delightful scenes, a steep brow leads up to Thorpe Cloud and past the Peveril of the Peak Hotel. Then, turning to right and to right again, we avoid the main road to Ashbourne, coming into that town by the much pleasanter way through Mappleton. The eighteenth century church there is a freak building worth notice. Ashbourne, a considerable townlet, is, of course, familiar to tourists. The Green Man and Black's Head Hotel, the house at which Boswell stayed and earned the blessings of the landlady, in this world and that to come, still displays its great sign, straddling across the street. Past the fine church, we come to Hanging Bridge, across the Dove, and turn sharp left for Mayfield, where Thomas Moore wrote "Lalla Rookh" and "Those Evening Bells." Three miles onward is Ellastone, the "Hayslope" of George Eliot's "Adam Bede." The Donnithorne Arms of fiction is the Bromley Arms of fact; and a fine house too. The Hall Farm, at which lived the redoubtable Mrs. Poyser, whose clothes," is still pointed out.

Here we come to the close of our scenic route. Onwards the country becomes typically that of the Midlands. Through Rocester, Uttoxeter and Abbot's Bromley, the way lies to Lichfield, whence the route to London is plain.

AN IMPROMPTU LIGHT CAR TRIAL.

T was hard luck that the stars in their courses fought against the first of the impromptu light car trials, held by the R.A.C. last Saturday. For an hour or so before the cars were due to assemble at Bromley South Station black, threatening clouds and heavy showers

swept from the north-west right across London down on the venue of the trial, and consequently, though the day turned to bright sunshine and bracing winds, the preceding weather was quite sufficient to deter the majority of intending etitors. Consequently, it competitors. was scarcely surprising that only five turned up before eleven o'clock, when a procession of cars wended their way along the Sevenoaks Road to Lock's Bottom—a distance of some three miles from Bromley—to witness the completion of the weighing in operations. As some readers of Country Life possibly know, the purpose of these trials is to give, as far as possible, a chance to the private owner as distinct from the trade competition. The latter generally petitor. The latter, generally with the resources of a big manufacturing firm at his back, can have at his com-mand cars specially tuned for this, that or the other pur-pose—for speed test or hillclimbing—and against the all-round, servi effectiveness of the I the serviceable effectiveness





THE ENTRANCE TO DOVEDALE.

name would imply. There is no picturesque peaked eminence, only a lofty upland of sad and, for the most part, treeless undulations. At the ensuing fork of roads we bear left for Buxton, with a fine run down through Sparrowpit and Doveholes. Buxton needs no description. Even the Romans, who mined for lead hereabouts, and knew most things, were well acquainted with its thermal springs. Three miles up out of the town, at a fork of three roads, turn to right, steeply up past Hindlow Station, thence sharply down to Earl Sterndale, where stands the Quiet Woman inn, displaying a lady without a head. Here the grand scenery of the Staffordshire borders is seen, the fantastic looking peaks of Chrome Hill and Park Hill, with High Wheeldon ahead, engaging attention.

High Wheeldon ahead, engaging attention.

Keeping to left at next fork a further rise is negotiated, and then comes a grand run to Hartington. This remote village is a rendezvous for anglers, and, situated as it is on the river Dove, has many associations with Izaak Walton and Charles Cotton. In less than two miles from Hartington is Hulme End. There, turning left, the road opens to Alstonefield, a further three miles. In the church of that little village Charles Cotton worshipped, and his elaborate

opens to Alstonefield, a further three miles. In the church of that little village Charles Cotton worshipped, and his elaborate pew, with coat of arms displaying the punning heraldry of "three hanks of cotton," may yet be seen. Ilam is gained in something over three miles. Coming steeply down into the place, it is seen to be a "model" village, with a replica of the Eleanor Cross, resembling the example at Waltham Cross, in its midst. In less than a mile we come to the Izaak Walton Hotel, with the entrance to Dovedale just beyond, on left. A road practicable for cars runs half a mile and then comes to

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16-20 h.p. FOUR CYLINDER engine 3 % in. bore x4 in. stroke. R.A.C. Rating 20-3. Four speeds and reverse. Tax £6:6:0.

BODY—Flush-sided, to seat five, with deep scuttle dashboard.

UPHOLSTERING—In best leather, buttoned and pleated, with buttoned cushions.

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SCREEN-Jointed adjustable type, with folding and swinging top.

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was completed by lunch-time. It was long enough, however, to promise some very pleasant events of this nature in the future.

Car No.		Nama.	Entrant.		tar Hill.	Churchill. Min. Sec.		
1.	31	12 h.p. A.C.	S. Westall	I	46 I-5	0	41 3	-5
11.	26	10 h.p. La Ponette	Stevens & Co.	2	37 3-5	0	47	
III.	28	Bifort	R. White	2	37 4-5	0	55	
IV.	27	Marshall-Arter	E, Arter	2	59 1-5	I	3	
	37	Sizaire	K. Eaton	3	R	X	10 2	-5
	-	Medal	awarded to No. 31.					

A PLEA FOR THE V-FRONT.

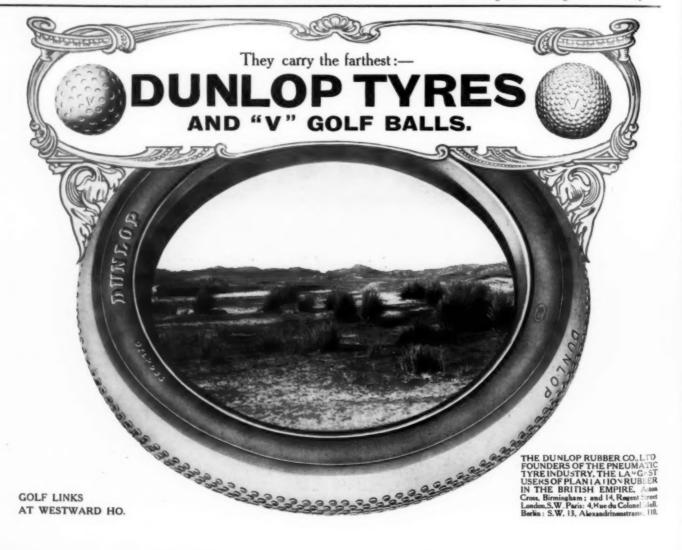
THOUGH the V-fronted limousine, when first it made its appearance, was regarded askance by most makers of carriage

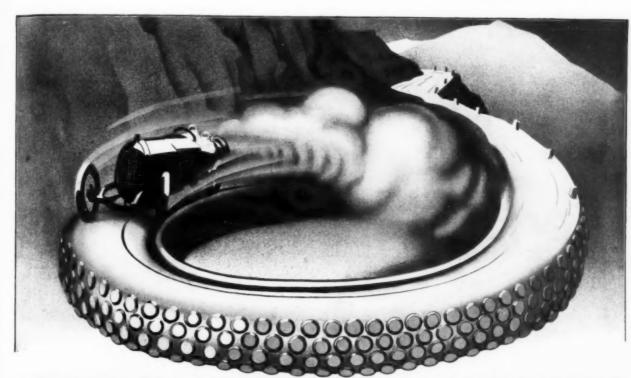
work—always conservative—there is every indication that for closed cars like limousines, landaulets and even cabriolets with front standing pillars, it will come into rapidly increasing use in the future. Only the other day the writer was conversing with a body builder, who candidly admitted that only six short months ago he would never have believed that he should ever speak in favour of the V type front. Now, however, he is not only enthusiastic in its favour, but has shown his appreciation in the most practical possible way by building one for his own use. One of the possible objections alleged against the V-front was the danger of the glass being placed at such an angle as to distort the driver's outlook. As a matter of fact, with an ordinary example of this type as at present designed there is practically no such distortion at all; indeed, as regards the driver's outlook the writer is inclined to think it is the safer construction of the two, for in rainy weather the raindrops get blown backwards, and so work towards the lower outer corners, leaving the glass much clearer than that of an ordinary flat screen. There is another possible advantage also

get blown backwards, and so work towards the lower outer corners, leaving the glass much clearer than that of an ordinary flat screen. There is another possible advantage also attaching to the V-front, especially in these days when the construction of the body side is kept as strong as possible by the elimination of unneces sary doors. To some extent the V-front may act as a diagonal bracing. In the construction of railway carriages great care is given to this point, and the underframes are almost invariably strengthened by timbers to take any diagonal stresses. This on a smooth and comparatively straight rail, yet for road work, where such stresses are, comparatively speaking, much more severe, one seldom finds any provision made for meeting these diagonal forces, despite the fact that the braces for this purpose also help to keep the body square and in shape. Of course, it may be argued that the underframe of a carriage corresponds to the chassis frame of a motor vehicle, and that here we often have either diagonal braces or gusset plates, which serve the same purpose. Such a contention is true enough so far as it goes, but our point is this: That if the diagonal bracing on railway

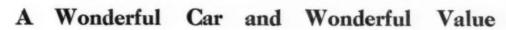


A SMART 20-30 H.P. ROCHET-SCHNEIDER.





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can be made immediately.

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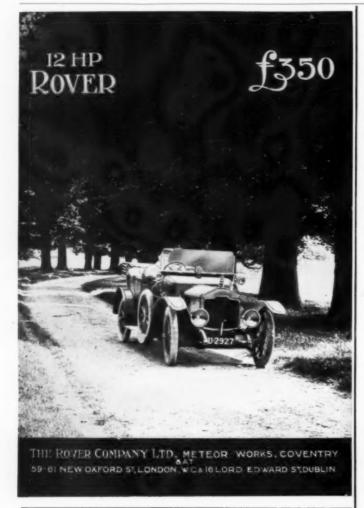
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carriage underframes is, in the first place, necessary, and has to be considerably stronger than on chassis frames, and, in the second place, if experience has shown the necessity of meeting diagonal stresses under the comparatively easy conditions of railway running, then surely additional provision in this matter is desirable for road work, and the V-front can only be an influence for good in body design.

THE LATEST TYPE OF MOTOR CARAVAN.

We illustrate herewith a motor caravan which the Wolselev Company have just built to the order of a customer in Ireland.
The chassis is of the C.P. type, with a specially lengthened frame to take the body, the dimensions of which are roft, 3in. in length by 7ft. in width. It is built of oak venesta with English ash framing, the exterior being finished in natural wood, which gives the caravan a very workmanlike appearance.
There are three compartments—the saloon, a sleeping cabin and a space for the driver. The entrance is at the front, on the near side to the driving compartment, from which one passes to the saloon and thence to the sleeping cabin at the rear. The driving compartment can be closed at night to form a sleeping berth for the driver. There are two berths in the sleer berth for the driver. There are two berths in the sleep cabin, one above the other, a fixed chest of drawers and a collapble dressing-table, all in oak. The saloon is fitted with a coutable, chairs, book-shelves, etc., and all the windows are arranging the spring lifts and artistic curtains. A notable feature the interior arrangements is the manner in which every availa corner is utilised to form cupboards, each of which is fit for a specific purpose. Special lockers are also provided carrying the Economic cooker, etc., and also for the usual ou of tools. The interior decorations are carried out in an shade of green canvas with oak mouldings, and the floors laid in lino to match. The Wolseley Company acknowled



A WOLSELEY MOTOR CARAVAN.

their indebtedness to Mr. Bertram Smith of Beattoch, a well known authority on caravanning, for some useful hints regarding the design and fittings of the body.

ITEMS.

Referring to the recent Alpine Trial, the Austin Company point out that the performance of the 20 h.p. Austin entered for the competition was a very satisfactory one. The car was the first of a new model, and only completed a day or two before leaving by road for Vienna. It made the fastest time on formula in the timed hill-climb and also in the speed test on the flat, in the latter event accomplishing the third fastest time of all the competing machines. The car's only repails at ion on the road was competing machines. The car's only penalisation on the road was the loss of four marks for a momentary engine stoppage due to water getting into the petrol when replenishing in torrential rain. A silver plaque was awarded to the car for meritorious performance.

A recent case that occupied the attention of the Scottish Courts is instructive. There was a good deal of appealing, but the net result was that the plaintiff was awarded damages against a firm of motor-car agents because they had used for hire, and seriously depreciated, a car which she (for the plaintiff was a lady) had left with them to be sold.

At the hill-climbing competition on Beacon Hill, held by the Leicestershire Automobile Club on Saturday last, a 20 h.p. Vauxhall of the Prince Henry type, owned by Mr. J. A. Barber-Lomax, was awarded two gold medals for the best performances in the amateur class.

We are informed that Guy Lewin, Limited, have the large premises long known to the motoring world as Friswell's and situated in Albany Street, opposite Portland Road Station. The purchase includes the whole stock of new and second-hand cars, the workshop machinery and many exclusive agencies for well known makes of British and foreign cars.

In less than a week the world's altitude record of 6,120 mètres, made last year by Legagneux, was beaten twice—urst by Linnehogel, who reached a height of 6,600 mètres, and afterwards by Oelerich, who raised the record to 8,000 mètres at Linderthaler, near Leipzig, on the 14th inst. Bosch manufactures shared in these achievements, the Mercédès engine on the biplane being fitted with a Bosch magneto and a Bosch

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Starting motor for toothed fly-wheel. Switchboard.
Toothed ring to fit on fly-wheel up to 500 mm. diameter.

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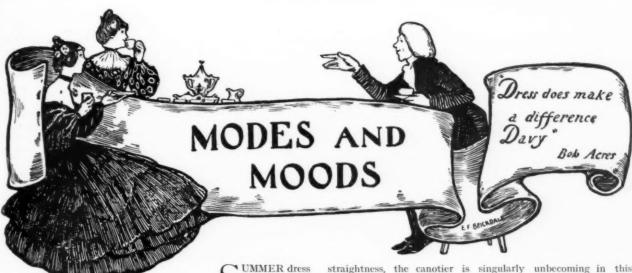
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The above picture shews Linen Bleaching on the Grass at the OLD BLEACH LINEN C™ FACTORY, RANDALSTOWN, IRELAND

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is now at its

and best, and the atmospheric gods have been so encouraging, we have been tempted to let ourselves go in the matter of

cool raiment. Far be it from me to disparage the land of my birth, nor yet the praiseworthy efforts that are being made to push home the attractions of our own watering-places; yet the reasons stand many and manifold why the Continental resorts continue to attract so many of us. For those abundantly blessed with this world's goods England will provide the best and most supreme luxuries, and frequently with such scenery thrown in that cannot in its way be rivalled the world over. Take Cornwall and Devonshire, example; some parts of Wales, the wild Yorkshire coast—who could wish for more exquisite

scenery? All of which, of course, has nothing to do with my text of summer dress. It matters little whence my knowledge comes, but this much I am prepared to vouch for, that the summer girl, be she French or English, has never proved more seductive than is the case this season. Opportunities have been provided me for studying the subtle difference of wearing precisely the same clothes that obtains between English, French and Americans. And this is particularly marked in the morning uniform of white skirt, shirt and coloured silk jersey, with white stockings and shoes, and either a white silk, piqué or Panama hat, that is capable of presenting amazingly different aspects. Although in the distance, walking over golf links, on the tennis courts or the plage, the general effect is, as I have said, very much that of a uniform. It is only at close quarters one discerns this subtle difference. The French girl has a tilt with her hat, perhaps, just the little more that means so much, and when this hat chances to be a white piqué canotier, the forward side poise that is adopted adds immeasurably to the chic. In fact, lacking such an adjustment, worn with an uncompromising straightness, the canotier is singularly unbecoming in this distinctly hard white expression, and with the hair dressed, as now decreed, close to the head; whereas at all angles the hair thus more exposed at the one side brings a softening note that is very helpful and pleasing.



A SPORTS COSTUME SKETCHED AT MESSRS, SCOTT ADIE'S,

Again, the English girl is apt to wear her jersey coat with a certain carelessness and abandon, for pockets were made to have hands thrust down into, while it is not of any serious moment to her that the adjustable collar of her silk shirt be placed evenly and regularly over that of her coat. A jersey coat, of a fact, with her is accepted more as a négligée slip on wrap rather than a component part of a costume. Nevertheless, there is a charm about this somewhat boyish attitude that one would not for a moment have altered. It is characteristic, and quite as much to be admired in its way as the more compact, dapper appearance of the French girl. Observing the latter, it seems to me her acceptance of the golf coat is as a much more precise garment, destined to play a more important relative part to the general scheme. The French girl, in some indefinable way, invests the attire with a feminine aspect, while it is not, I am sure, merely imagination that her skirts hang with better precision. It is rare to see one with that ugly, tell-tale dip at one side, that betokens careless making or indifferent laundering. Though, in conclusion, a French girl seldom suggests sport, so far as appearance goes, as do English and American, the only fault I have to find with the latter is perfection slightly overdone; the American girl so frequently looks too new. Everything is just so, therefore by rights she should hit the mean between the femininity of the French girl and the carelessness of the English. Why she does not do so, but just stands out distinct and aparta type—it is beyond me to say. But the trio have served as an illuminative study, and they have one and all conclusively proved the supreme suitability of the "uniform" to holiday morning wear at a seaside watering-place.

La Mode has evidently had a sudden inspiration, as is sometimes her way, to revive a style quickly, on its own hot ashes, so to say. For certainly the general impression gathered was to the effect that the black velvet and lace hat would entirely exhaust its favours towards the end of last year. Truly, there has been an interregnum, but a short one, and "Hey presto!" here is the hat of the moment practically a replica of last season's.

Preparations for Scotland are entering largely into our modistic concerns just now, and one of the first steps to be taken is a visit to Scott Adie's, the authorities at this representative Scotch house laying themselves out, with their usual spirit and enterprise, to provide suits and wraps of irreproachable character and value, suitable to Scotland and sports wear generally. From the first moment of entering the exclusive establishment in Regent Street, the very atmosphere of the Highlands is brought to bear upon the senses by the pleasant odour of peat, invariably associated with genuine Scotch homespuns, while on all sides the characteristic tartans, sporrans, jewellery and the like call to mind the various addenda necessitated by the orthodox Scotch dress. Nothing is overlooked that can possibly bear upon the subject, and among some novelties to put in a notable appearance are ladies' silk handbags made in different tartans. These are really charming, and as Scott Adie is responsible for their production, it is a foregone conclusion that they are beautifully made and finished with good strong clasps. In an oval or round shape, finished at the base with long silk tassels, these bags are equally desirable. Then another small item, but one, nevertheless, that is attracting a considerable amount of interest, is a very fine, light-weight pure silk scarf, presented in tartan colourings. A very effective design is a tartan stripe on a white ground; but there are so many different colourings, everyone must find just precisely the right combination to suit individual requirements. Capes under the auspices of Scott Adie are proving an extremely popular asset in Scotch outfits, and among many good models the Montrave is meeting with the best approval. feature of the Montrave is a sleeveless jacket, complete in itself, to which is attached a cape, falling deeper at the back, and so deftly arranged it can be worn with perfect comfort flung back over the shoulders. A long circular cape in a variety of tweeds is also claiming a large share of attention, although this new comer upon the scene has in no way disturbed the firm hold the Inverness cloak has for so long exercised on the affections of travellers, who never fail to find this type of wrap convenient in every respect.

A most admirable shooting suit lately designed by Scott Adie boasts a thoroughly practical coat, the back arranged with expanding pleats and single-breasted front, carrying four useful patch pockets, while the skirt conforms in every way to the essentials of comfort and freedom when rough walking has to be endured. The range of homespuns and Scotch tweeds, in which the suit is made, leaves nothing to be desired, while the cut and workmanship employed throughout are of irreproachable genre. The coat and skirt illustrated on the previous page represents an

all-round serviceable possession for country wear, every detail conducive to comfort and practicability being brought to bear upon the theme. Beautifully cut and modelled, the coat reveals in its every aspect the immaculate tailoring so characteristic of Scc. Adie; the corselet skirt, arranged with slight gathers at the back, held by a half band, being an equally covetable garment. When the fact becomes properly assimilated that Scott Adie are making excellent models for 6½ guineas in no less than a hundred different coloured tweeds, there will not be much hesitation, on the part of those acquainted with the splendid work invariably turned out here, in placing an early order.

Another important item in an outfit for Scotland is the smart rest or tea-gown, which can be easily slipped into on the return



AN ORIGINAL EVENING TOILETTE.

home. Of late a great penchant has obtained for the loose surcoat usually fashioned of some more or less transparent material, and this year it seems quite as much in evidence as ever. Some women utilise the coat as a temporary disguise to an evening gown and, in any case, it can be planned to wear over different under-dresses or slips. The example illustrated in the second sketch reveals a delightfully original expression, carried out in plain coloured chiffon; the fronts and wide armholes hemmed with a fringe depth of ermine, and the folds in front caught up with two silk and velvet roses, the one white and the other black. An old world tinted lace slip is worn beneath, but practically any evening dress would serve.

L. M. M.

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RESERVE FUND

HEAD OFFICE—39, THREADNEEDLE STREET, LONDON.

METROPOLITAN BRANCHES—171, BROMPTON ROAD, S.W.: 30, CHEAPSIDE, E.C.; 35, KING STREET, COVENT GARDEN; 28, FLEET STREET, E.C.; 22, FENCHURCH STREET, E.C.; 3, BROAD STREET FLEE, E.C.; 115, FORE STREET, E.C.; 335, HIGH HOLBOEN, W.C.; 50, UPPER STREET, ISLINGTON: 112, HIGH STREET, KENSINGTON, W.; 347, GRAY'S INN ROAD, W.C.; KINGSWAY HOUSE, KINGSWAY, W.C.; 31-32, KING WILLIAM STREET, E.C.; 25, LUDGATE HILL; 13 and 133, NEWINGTON CAUSEWAY; 125, OXFORD STREET; 195, EDGWARE ROAD; 35, PICCADILLY; 35, QUEEN VICTORIA STREET, E.C.; 2, MANDEVILLE PLACE, W.; 210, COMMERCIAL ROAD, E.; 145, HIGH STREET, SHOREDITCH; 38A, VICTORIA STREET, WESTMINSTER; 20, GREEN'S END, WOOLWICH; and WESTMINSTER; 20, GREEN'S END, WOOLWICH

.. 20,000 0 0

BALANCE SHEET, June 30th, 1914

of Investments :—

Consols and other British
Government Securities
(of which £156,245 19s.
9d. is lodged for Public
Accounts)
India Government Stocks,
British Railway Debenture and Preference
Stocks, and Colonial
Government Stocks and
Bonds (of which £5,000
is lodged for Public
Accounts)
En glish Corporation
Stocks, and other Investments mises . 20,000 ns' Super-action Fund 10,000 0 0 327,888 3 8 103,450 14 5 717,244 4 2 5,369,613 4 2

NOTE.—In accordance with the arrangement publicly announced in August, 1911, the Bank, in cripuction with the Bank of England and other Banks, became a guarantor of the Yorks! ire Penny Bank, became a guarantor of the Yorks! re Penny Bank, L'mitted. This statement of Linbilities does not include the Bank's Guarantee of £88,286 to the Yorkshire Penny Bank.

EDWD. B. MERRIMAN, W. GARFIT, J. T. GOLDNEY,

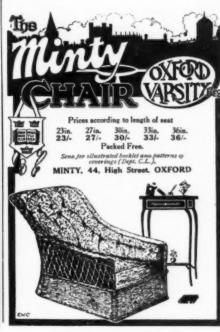
£45,219,199 15 10 G. A. HARVEY, E. D. VAISEY, ED. SMITH, Chief Accountant.

AUDITORS' REPORT TO THE SHAREHOLDERS. We have obtained all the information and explanations we have required, and having satisfied ourselves of the correctness of the Cash Balances, and examined the Securities held against the Money at Call and Short Notice, and those representing the investments of the Bank, and having examined the foregoing Balance Sheet and Profit and Loss Account, and compared them with the Books at the Head Office, and with the certified Returns from the Branches, we are of opinion that the Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Bank's affairs, according to the best of our information and the explanations given to us, and as shown by the Books of the Bank.

13th July, 1914.

TURQUAND, YOUNGS & CO., Auditors.

£45,219,199 15 10





FOR THE PIPE SMOKER.

t interesting and entertaining history of the smoking customs of sea and times, entitled "Pipes of all Peoples," will be sent gratis-st free to any reader of "Country Life" on applications iumph of pipe-evolution is achieved in the Bewlay Briar of to-day se section devoted to this will especially appeal to the dis-

BEWLAY & CO., 49, Strand, LONDON.

TOWN AND COUNTRY. FOR

Holiday Resorts for Busy People.

ONE of the chief difficulties the busy man has in choosing a holi-

day resort is that of finding a place that combines the facilities for his favourite recreations with accessibility. For anyone whose profession demands an occasional whose profession demands an occasional visit to town even in holiday time, the East Coast has much to recommend it. For some years past the Great Eastern Railway Company have devoted their attention to supplying a perfect train service at reasonable rates to the score or so of watering-places on their system, which included the profession of the profes which include some of the most delightful in the kingdom. Not only do they issue in the kingdom. reduced fifteen-day tickets, available from any day to any day within the limit, but also to the holder of two or more of these they offer "extra journey" return tickets at a little over single fares, thus making the occasional journey to town a very inexpensive business even from a long distance. Of the resorts thus served it is impossible to speak too highly. One may have the ideal watering place, such as Hunstanton with its luxurious express restaurant service to and from town excellent bathing gold. and from town, excellent bathing, golf and outdoor recreation of all kinds; quiet, old-world places such as Gorleston, whose wide stretch of sands makes a safe Paradise for the children; secluded wide stretch of sands makes a safe Paradise for the children; secluded corners like Walberswick, that fragment of Old Holland transplanted that has provided inspiration for so many artists; glorious heather-covered commons, or the long waterways of the Broads, whereby sea and country-side are equally at one's command. Long stretches of coast there are with quiet villages still untouched by modern progress. Of these Thorpeness, near Aldeburgh, is becoming known as a charming seaside bungalow settlement. Until recently Thorpeness was an exception to the rule of accessibility, but now tion to the rule of accessibility; but now a halt for the use of residents is opened, so that every train in the day between Aldeburgh and Leiston, with one excep-tion, will stop for passengers. Between tion, will stop for passengers. Between secluded natural spots such as this and bustling watering-places such as

of the great banking firms of Coutts and Co. and Roberts, Lubbock and Co. it is interesting to note that she was also the wife of the famous Thomas Coutts who, at the age of eighty, married a second time, Miss Mellon being the lady of his choice, and to her he left his enormous fortune of £900,000.

A Team of Zebras. IT is not often that a team of zebras seen in this country, or, indeed, in any

other, for the zebra's natural intractability disposition it has not raised him in the esteem of mankind, at least saved him from being pressed into ordinary course events. Successful attempts to recon cile these beautiful beasts to harness have been few and far between, and between, the zebra team now touring the West of England, which are

the property of the Mazawattee Tea Company, is therefore of peculiar interest. That four such queer-tempered creatures should consent to behave with the docility and decorum essential to quadrupeds on English roads speaks highly for the skill with which they are handled.

A Pigeon Flying

MUCH interest has been displayed among

pigeon fanciers all over the country in the great race from Marennes, Pons and Bordeaux, for which His Majesty Pons and Bordeaux, for which His Majesty the King entered three birds. The gold cup offered by the *Daily Mail* was designed and manufactured by Messrs. Waring and Gillow, 161–180, Oxford Street, W. It takes the form of a tall vase on a chased stem, supporting a massive bowl-shaped top. Round the bowl is a design of alternate shells and this country, who will be pleased to give advice respecting travel to any place, holiday resort or otherwise, in Germany,

in Winter.

FROM the Adminis-tration of Vernet-les-Bains we have received

an interesting brochure under the above title on the sulphur springs of that place. The difficulty in obtaining a sulphur cure in winter, in Europe at any rate, is that most sulphur stations are perforce



UNIQUE FOUR-IN-HAND.

at too high an elevation to allow patients to visit them with any comfort. Vernetat too high an elevation to allow patients to visit them with any comfort. Vernet-les-Bains, however, is situated at the eastern extremity of the Pyrenees, close to the Spanish frontier, in about the same latitude as Florence. The mean winter temperature is 46'4deg., and the medium altitude is generally well borne by cardiac subjects. The town is protected from violent winds by the mountains, and the surroundings are beautiful. The maladies generally treated are The maladies generally treated are arthritic and gouty disorders, anæmia, lymphatism, neurasthenia, rheumatism of all kinds, affections of the respiratory passages, and cutaneous diseases. The waters are employed in two thermal establishments—the Bains des Commandants, dating from the fourteenth century, and the Thermes Mercader, which was entirely rebuilt in 1905. The equipment throughout is thoroughly up to date, and those who wish to benefit by the cure will find no lack of comfortable accommodation at the hotels, which are generally conducted with special consideration for the welfare of invalids.

OF all unpleasant deheir,

Mal de Mer.

pressing weakness to which flesh is heir, surely the most irritating is sea-sickness. Some brave spirits, it is true, will stoically defy its ravages time and time again in order to achieve their ends of travel; but, on the other hand, thousands of people are annually debarred from even a Channel are annually debarred from even a Channel crossing, so horrible have they found its effects. Many cures have been invented, the majority of which have failed through regarding the malady as a stomachic disorder, which it is not. Sea-sickness arises from irritated nerves, acting directly on the brain, which, in turn, acts on the stomach, and so trouble ensues. Experimenting on these lines a real remedyor. perimenting on these lines, a real remedy or, rather, preventive has been evolved, called Zotos. Unlike many so-called remedies, it produces no bad after-effects, being entirely free from injurious drugs, and it is equally efficacious in cases of train-sickness or nausea caused by any unaccustomed movement. Judging from the extraordinary testimonials clicited during the last six years, Zotos has fully established its claim to be called a genuine preventive or cure. It may be obtained from all chemists for 2s. 9d. per box, or post free direct from the proprietors, Zotos, Limited, 32-34, Theobald's Road,



THE LINKS AT HUNSTANTON.

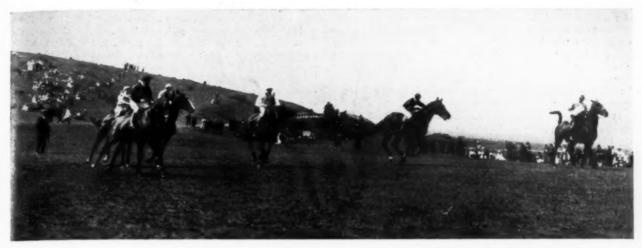
Cromer or Yarmouth there is every gradation of holiday haunt available, and the East Coast is therefore particularly the second of the control of the contro larly worth consideration by those have not yet decided where to go.

interesting link the past is the A Romance of AN with the past is the magnificent silver magnificent silver dinner service made by the famous Paul Storr in 1817, now in the possession of Messrs. Elkington and Co., Limited, and on exhibition at their galleries at 22, Regent Street, S.W. It belonged to that Duchess of St. Albans who was formerly Miss Harriot Mellon, the actress; but in connection with the recent amalgamation

connected by swags. bold wing handles topped with acanthus leaves, and the lid is richly embossed and finished by a finely conceived wing ornament. Mounted on a massive base ornament. Mounted on a massive base of green onyx, it is a very magnificent trophy.

Travel in Germany. THOSE who wish to Germany and improve quaintance with Germans and lack knowledge or initiative to leave the beaten holiday track, should apply to the German State Railways at 125, Pall Mall. The office is in charge of Mr. Otto Mann, the official representative of the German State Railways in

RACING NOTES.



W. A. Rouch. MR. WILLOUGHBY STARTING THE RACE FOR THE GOODWOOD CUP FROM HORSEBACK.

Copyright

HE grim shadow of world-wide war hung dark and chill over us at Goodwood last week; but while we might we put the evil thing away from us and turned our attention as best we could to the varying phases of the racing, much of it exciting to a degree and of Of the three foreign-bred horses to whom had been allotted the honour of being placed at the top of the handicap for the Stewards' Cup, not one was saddled for the race; one of them-Harmonicon-did, however, distinguish himself greatly before the week was out. But what a race it was, resulting as it did in a dead heat-the first in connection with the race-between Golden Sun (8st. 12lb.) and Lord Annandale (7st. 9lb.), a neck behind whom Castellan (7st. 5lb.) finished third. Nor was that all, for on returning to scale, Prout, the rider of Castellan, lodged an objection against both the dead-heaters. His objection was overruled by the Stewards, the 5 sovs. deposited being ordered to be forfeited. I cannot, however, help thinking that the objection might have been sustained had it been lodged against Golden Sun alone. I am, at all events, certain that at no period of the race did Lord Annandale interfere directly or indirectly with Castellan; on the other hand, I distinctly saw Huxley pull out of his place and drive Golden Sun in between Castellan and the rails, thereby compelling Golden Sun to edge off on to Fancy Nurse. I am, too,

fairly certain that in so doing Golden Sun bumped Cas-Whether tellan. the latter would have won I cannot say, but he was going well; was, as a matter of fact, still leading when the incident occurred. All things considered, and giving Golden Sun all the credit of having put up a brilliant performance, he was, I think, a very lucky winner of the race. Such was certainly not the case with Mr. W.Raphael, owner of Lord Annandale, for instead of receiving, as he well might have done, both the stakes and the cup, he only got half the stakes and lost the cup altogether when he tossed for it. I might, perhaps, add that in the draw for places Golden Sun drew No. 20, Castellan, 23 and Lord Annandale, 5; the last-named having therefore the worst of the draw, for on this particular race-track a considerable advantage attaches to the higher numbers—those on the right-hand side of the course-looking up from the "gate ' towards the Stands. Of the beaten horses Mercutio was left at the gate. Quantock, as he well deserved, got badly away and, to the relief not only of the starter but of owners of horses to whom he was always a source of danger, has since been " warned off"; and By George! was so slow in getting to work that he was never really in the race. An easy winner of the Chesterfield Stakes and selected to do duty instead of his stable companion, Let Fly, Follow Up was looked upon in the light of a good thing" for the Richmond Stakes-odds of 2 to 1 were, in fact, laid on him-but he ran home unplaced behind Pommern, Sammarco and Jove. That we did not see him at his best I feel sure, the explanation of his disappointing exhibition being, I think, that getting none too well away, Donoghue asked him for an effort before he had got him properly balanced, the result being that he began to "sprawl." The winner, Pommern, is by Polymelus, to whose merit as a sire attention has been frequently drawn in these notes, out of Merry Agnes, and was bred by his owner, Mr. S. Joel. Polymelus has, by the

W. A. Rouch

SIR ABE BAILEY'S "SON-IN-LAW,"
Winner of the Goodwood Cup.

Copyright.

way, now established a clear lead of his rivals, not only in the number of races won by his stock and their aggregate value - close on 18,000 soys,-but in the number of winners of which he is the sire. It seems, too, highly probable that he will maintain that position until the end of the racing season. To get back to the racing. There may not have been much in the way of "class" among the runners for the Goodwood Plate, but there is little doubt that the winner, Collodion, is possessed of more than ordinary stamina. His trainer said of him, indeed,

that he would probably win, but that were there another mile to go he would certainly do so. As it was the colt was striding out well and freely at the end of the two miles and three furlong gallop, and completely outstayed Nimule, John Amendall and the rest of his opponents. On his previous running there was little reason to credit Collodion with ability to win a Goodwood plate; but he is only now beginning to furnish and carry muscle, and is, moreover, bred to stay, being by Collar (by St. Simon) out of Ether, by Ayrshire out of Lady Alwyne, and so own sister to Airs and Graces, the Oaks winner of 1898. Collodion himself has no lumber to carry, and as he appears to be very sound, is likely enough to continue to improve. He may not have had much to beat, but he put in a good gallop, none the less, for he covered the two miles and three furlongs in 4min. 11 1-5sec .- a record, I think, for the race-faster by far than that credited to Washing Day last year. As a sprinter the American-bred Harmonicon showed himself to be not unworthy of the estimation in which he is held by the handicapper by a brilliant, if narrow, victory in the King George Stakes. Flying Orb, to whom he was giving 17lb., may have been a trifle unlucky in losing the race by a head, but Harmonicon well deserved to win, for he ran his race out with unflinching courage, and it should not be forgotten that among the horses he beat were such celebrities in the sprinting line of business as Hornet's Beauty and Great Surprise. Previous impressions of Desmond M were confirmed when, putting no heart at all into his work, he ran unplaced behind Sunfire, the Lady Hamburg colt and Moonfleet (own sister to Torchlight) in the Lavant Stakes. The unnamed colt ran well-he always does-but, showing a nice turn of speed, Sunfire gave him 10lb. and a neck What to make of the "form" I hardly know, beating. seeing that the previous week Sunfire had failed to get a place in the Great Lancashire Breeders' Produce Stakes, won by Torloisk, a colt owned and bred by Mr. E. Hulton. His Majesty's colt, Fiiar Marcus, looked well enough in himself when he turned out for the Prince of Wales' Stakes on Thursday, but he did not strike mc-I may be wrongas being clean wound up, not, at all events, to such an extent as Snow Marten-trained to the hour and a beautifully bred filly into the bargain, being by Martagon out of Siberia, by St. Simon out of Sirenia, by Gallinule. It was only after a desperate race that Friar Marcus just managed to beat the filly by a head, and of the two he was certainly the most distressed when the race was over. But the race will have done him no end of good, and although some of the critics expressed a doubt as to his stamina, it is at least certain that although running under strong pressure, he battled his race out to the bitter end. Snow Marten is a deep girthed, well balanced filly, but may not, perhaps, make much improvement, for she was "fit," absolutely fit, last week, so fit that even after such a desperate race she showed no sign of distress. Still more exciting was the race for the cup, for at the end of the two miles and three furlongs gallop Mr. A. James' four year old filly, At Last, only lost the race by a head to Sir A. Bailey's three year old colt, Son-in-Law (7st. 7lb.). In favour of the winner it must be said that he suffered under the disadvantage of having to make his own running from start to finish, and of the loser there is this to say, that she had a doubtful leg, and may therefore have been ridden rather more tenderly than she otherwise would have been Be that as it may, it was a great race, and a fine exhibition of courage and stamina on the part of loser and winner alike. Son-in-Law is by Dark Ronald out of Mother-in-Law, by Matchmaker out of Re Cannie, by Jock of Oran out of Reticence, by Vespasian, and was bred by his present owner. Among the runners for the cup was Florist, but Mr. M. Singer's colt was not at anything like his best-in all probability he has not yet recovered from his unsuccessful expedition to France, for he has fallen off in his quarters and his ribs are very much in evidence. More good racing was to come, for it was only after a rousing set-to that King Priam (9st. 6lb.) beat Pennant (8st. 2lb.), with Lady Brilliant a neck away, in the race for the Rous Memorial Stakes. At one time the three placed horses were running side by side; then Lady Brilliant began to tire, but Pennant held on. For just one stride King Priam threw his head up-perhaps his bit pinched him-but he dropped it again immediately, and fairly worried his way to victory. A fine performance it was ; the more so that he is still a big, unfurnished and undeveloped baby-none the less, pretty nearly the best of his age. He is by Your Majesty out of Tiberia, by Bend Or out of Tiber, by St. Angelo, and was bred by Mr. Russel-Swanwick, and bought as a yearling by Mr. G. Williamson for 700 guineas. Friday's programme provided us with further excitement. There was to begin with a tremendous battle between Lord St. Davids'

My Prince (9st. 7lb.) and Colonel W. Hall Walker's White Lie (8st. 4lb.) for the Gordon Stakes, and then came the most interesting and, as it turned out, the most exciting race of the week-the meeting between Colonel W. Hall Walker's Let Fly and Lord Cadogan's Redfern in the Molecomb Stakes. They had met before, in the New Stakes at Ascot, when with Roseland from whom they were both receiving 7lb., intervening, Let Fly beat Redfern by a neck and a head. Since then Redfern has won the National Breeders' Produce Stakes at Sandown Park by three lengths, and Let Fly had won the Exeter Stakes with Of the two, Redfern was the fitter on the Fridayequal ease. of that I have no doubt-but a shade of odds-II to 10laid against him, Let Fly being backed at even money. Little, indeed, there was between them when it came to racing. They ran locked together, first one got his head in front, then the other; but the judge said that it was Redfern who had his head in front at the finish. How will the betting go when next they meet? Let Fly can, I think, be improved in condition, whereas Alec Taylor will, I think, be fortunate if he can keep Redfern where he None the less, I am rather inclined to think that Rediern may win the next bout, for I am none too sure that Let Fly is not touched in his wind. Redfern is by St. Denis, a mare by Ladas out of Redwing, and Let Fly by White Eagle out of

ANSWERS TO CORRESPONDENTS.

GARDENING.

CARDENING.

PLANT TO NAME (Vanbrugh).—The specimen that you send is the double-flowered form of the common meadow-sweet, and its botanical name Spirza Ulmaria flore pieno. It is a good plant for the berder, and may also be successfully used by the waterside. We have always found that the flowers last well when cut, and cannot understand why yours fade. Try splitting each stem up for an inch or so before putting it in water. Hedde to Hidde and the subsequent and rather sandy, we do not think that you will find Penzance and Austrian briars ideal plants for such a position as you describe. Such plants, to give really good results, require a good, fairly heavy and deep loam; in lighter soil growth after a few years is often very weak, and the roses are subject to bad attacks of scale and other insects. Even in good rose soil such kinds as the wichurainan roses, Alberic Earther, Edmond Proust, Elise Robichon and similar kinds, would be more useful for the purpose, as they are practically evergreen, while the briars are deciduous. But for an informal ledge in such soil as you describe you would probably find that Berberis stenophylla would be a much more satisfactory subject than any of the roses. If young plants 12in, to 18in, high are procured in October and planted from 18in, to 28in, apart, they may be expected to grow into a very useful fence in the course of three years. During that time a little pruning may be carried out occasionally with a view to preventing too rapid lateral growth at the expense of height growth. B. stenophylla is evergreen and produces a wealth of golden blossoms in April. It grows eventually to a height of 8ft. Another really good plant for the purpose is the pink-flowered Escalionia langleyensis. Either of these plants could be supplied by any English nurseryman or 1y M. Léon Chenault, horticulteur, Route d'Oilveit, 70, Orlèans.

Honeysuckes show a decided preference for light soils and fully exposed, sunny positions. You would doubtless be rewarded by removing the plants in the autumn

positions. You would doubtless be rewarded by remarked by relations.

Weeds and Scum on Pond (A. C. S.).—Copper sulphate is the best known substance to use in order that a lake may be cleansed of seum and other low forms of plant life. If used at the rate of from one part in 750,000 to one part in 1,000,000 parts of water it is not likely to injure fish; in fact, it has frequently been used at that strength in water well stocked with fish without causing harm.

PETS.

PETS.

PEAFOWL (B:nwell).—These require the same food and treatment as poultry. Several hens should be allowed to each cock. They are not quarrelsome, as a rule, so you can let your three cocks share the same quarters. Freedom is preferable, when they will roost in the trees, but if kept in confinement you must provide a shed and comfortable perches for them.

GOLDEN PHEASANTS (B.).—These can be kept in any sized aviary over 6ft. square and do well in confinement, though it is far better to give them a net-roofed run and a small house. If kept in an aviary it must be roofed and boarded at the sides. They agree very well with other birds, but fight hadly among themselves, and the cock sometimes bullies the hen, so must be watched. They are naturally very shy, and to tame them it is best to get a young pair and rear them where they see plenty of people; but avoid handling them. Feed like fowls with plenty of green food and a little chopped meat or worms, etc. Supply a dust bath and grit and, of course, water.

POULTRY.

H. M. H.—It is not at all uncommon to find one egg inside another, but in other birds than domestic fowls it is very seldom recorded.

TRAVEL.

Jamaica (A. W. K.-M.)—It is best to get a gun in England, everything else obught more cheaply in Jamaica. The wet season (October—December) is beoting up country. For fishing the natives can supply all gear required.

MISCELLANEOUS.

ALUMINIUM COOKING VESSELS (M. Kershaw).—Aluminium cooking vessels erfectly satisfactory for boiling milk and cooking things which do not contain as at they must not be used for stewing acid fruits in, for jam-making and kindred purpor for dry cooking. Nickel vessels are more serviceable, though more expensive; not very little affected by the acids in foods.

KENNEL.

KENNEL.

KENNEL.

FEEDING A FOX-TERRIER (M. C.).—A fox-terrier puppy should at first be fed once every three or four hours on stale bread and milk, and bread and gravy with the chill taken oft. On no account dilute the milk, as cow's milk is not so strong as that of the mother. In a week or two give a little finely chopped meat and make the other meals less liquid. At three months three meals a day will suffice, which may consist of household scrape, soaked puppy biscuits, etc. He should always have a fair proportion of meat, but table leavings should easily provide enough. At full growth it is optional whether you feed morning and evening, or only at night. While a puppy, never let him have enough to distend him. Little and often is the precept. Never chain if you can avoid it. Dally brushing should keep him clean, especially if a little Fuller's earth is occasionally brushed in. Do not bath oftener than is really necessary. If he barks at friends, check him by saying "Quiet" or "Friend." He will suon understand.

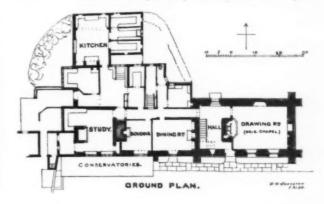
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T. JOHN'S "PRIORY" would be better named "Commandery," because it was a house of Knights Hospitallers. However, when Sir Harry Johnston acquired a long lease of this fascinating mediæval building a few years ago he found it called "Priory," and did not change the name. Perhaps, indeed, "Commandery" would have sounded too splendid for such a modest little place. Dallaway has conjectured that one of the Fitzalans established the Hospitallers at Poling, and in default of direct evidence the story is likely enough. A tradition says that, in spite of the Dissolution of Religious Houses in and about 1536, some at least of the knights continued in occupation here till 1577. The fine axe-work of the masonry indicates that the original chapel (now the drawing-room) must have been built in the closing years of the twelfth century. The little lancet windows that remain, one of them in the ante-chapel (now the hall), confirm this date. The pointed doorway on the south front, which our pictures show framed in a cloud of wistaria, was probably built early in the thirteenth century, and the hood moulding added in the fifteenth. A confirmation of this is to be found in the similar treatment of the north-west door of Poling Church. It is difficult to guess what was the original extent of the Commandery buildings, but a projection on the north front

and the buildings to the west of the chapel, all with ancient roofs, are of very old timber framing—fourteenth and fifteenth century work. The brickwork to the left of the buttress on the south front marks repair work of later centuries, but the core of old work seems to extend as far west as the chimney of what is now the boudoir. The study, still further to the west, was built on probably a hundred or more years





Copyright.

THE SOUTH FRONT.



THE CHAPEL DOOR.

Although the old building has suffered a good deal by the insertion of large window openings its roof of stout Horsham slabs carries on the air of antiquity, which is em-phasised by pointed door-way and buttress. A pretty piscina has been uncovered on the south side of the east wall of the chapel, and a photograph of this is now reproduced. The old timbers of the hall roof are exposed, and the fine trophies which appear in our illustration are a reminder of Sir Harry Johnston African travels.

The late fourteenth century roof of the chapel, now covering bedrooms, is of barrel section and of very massive timbers, resembling the roof of the cioisters of Chichester Cathedral. Not the least fascinating characteristic of the old building is the well authenticated record of supernatural happenings. Neither Sir Harry nor Lady Johnston is of a habit of mind likely to be influenced unduly by old tales of haunting, but in any case no rumours had reached them of unusual occur-rences when they took the Priory in 1906. On the evening after their first arrival in the house, both were sitting on the south lawn in front of the old chapel and heard simultaneously the sound of an organ and of voices singing an ecclesiastical Both remarked on the curious music, because the church and schools are a mile distant and the sound could not have travelled from them. Moreover, the strains were faint and unearthly. The arm of coincidence is long, and on the following day a letter came from Calcutta asking if they had heard the same ghostly music which had troubled a friend who had once lived at Poling. Soon afterwards a Sussex clergyman, friend of another lady who had lived at the Priery in her childhood, asked if Sir Harry Johnston had heard the music which had been so familiar to her. Since then Mr. Alexander Johnston not only heard the music, but noted the curious reedy *timbre* of the voices, and the strong alto which seemed to lead the choir. He further recognised the chant as

some versicles and responses, concluding with the Gloria Patri, which are sung in High Mass. He heard it at 10.20 on the morning of the fifth Sunday after Pentecost in 1906. It should be explained that Alexander Johnston did not know of Sir Harry and Lady Johnston's experience. Two other ladies heard similar music while dressing for dinner at Poling in 1913, and an eerie touch was added to their experience by two dogs howling on the lawn. One morning in 1906, Sir Harry Johnston was standing in a window embrasure of the drawing-room (formerly the chapel) contemplating the hanging of a picture. The sense of a presence in the room made him turn, to see a figure in a He went immediately to brown habit. tell Lady Johnston, who was writing another room, but before he could speak she said that she had just seen the same Another relative describes the apparition. figure of a monk entering his room through the side of the wall in early morning twilight, as he lay abed. Other appearances

such as lights and sounds may perhaps be disregarded as capable of simple psycho-logical explanations, but the narrative set out above contains a series of experiences which it is hard to account for within the present limits o u r material knowledge.

We must, however, return to more c o m m onplace facts. Mr. Philip John-ston's work Mr. work



PISCINA IN DRAWING-ROOM.

at Poling has consisted in opening out the great seventeenth century fireplace in the drawing-room, the ceilings and roofs of heavy oak timbers which date from the fourteenth and fifteenth centuries, and the earlier lancet windows. He has also built a new range of kitchen offices. Other s remain to be done. There is a circumstantial tradi-that a crypt exists beneath the lawn to the south things remain to be done. and that it contains the bones of the Knights Hospitallers, as evidence a fine Sussex marble coffin-lid, bearing the Cross of the Hospitalters, and an almost obliterated inscription is preserved in the house. Search is to be made for this crypt, and the quest could be in no better hands than Mr. Johnston for he has already put Sussex archæologists in lasting debt by his great contributions to the history of the county, and by the pious way he has handled the national monuments repaired under his supervision.

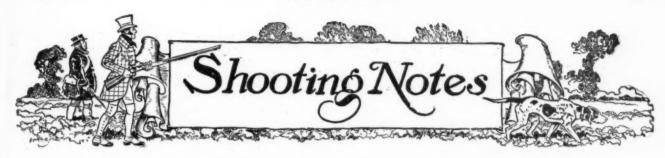
SCOTTISH MONUMENTS.

Inventory of Monuments in Galloway, by the Royal Commission on the Historical Monuments of Scotland. (Wymans.)
THE survey of Galloway was begun by a volume on the County of Wigtown, and is now completed by Mr. A. O. Curle's volume on the Stewartry of Kirkcudbright. The name of the author is sufficient proof that the work has been done in a thorough and scholarly way. Particularly admirable are the many plans which accompany the photographs of old buildings of all ages and uses. Among the castellated and domestic structures, Kirkcudbright boasts two Edwardian structures—Buittle and Castledykes, but both are in a fragmentary state. Among fourteenth century buildings, Threave Castle still shows a keep nearly complete except for its floors. courty and castles, Cardoness and Rusco are very striking. The hall fireplace in the former and the ogee-arched aumbry next to it are of particular interest. Among later work, Garlies Castle is the best example in the Stewartry of a sixteenth century keep, and the circular tower at Orchardton is unique in Scotland. Of sixteenth and seventeenth century castles there are many, notably Drumcoltran, Earlston and Barscove. Kenmure Castle, a familiar landmark to anyone who knows the splendid country of Galloway, has been newhat grievously reconstructed.



Copyright.

ROOF AT HEAD OF STAIRS.



PROSPECTS FOR THE "TWELFTH."

BY CAPTAIN AYMER MAXWELL.

FAIR PROSPECTS

ERTAINLY there has never been a time better suited to the welfare and increase of the grouse than the past winter, spring and early summer. There was no shortage of food during the winter the weather was exceptionally mild, and months: the stock was healthy and strong for the breeding season. Nesting began in most moorland districts some weeks earlier than usual; the nests were, on the whole, better filled than has ever been recorded before; the hatch was all that could be wished; and, apart from local thunderstorms, everything has been in favour of the young birds throughout the summer. Coveys of exceptional size and exceptionally forward in growth are now Such an ideal condition of common throughout the country. affairs would, under normal conditions, mean a year of great promise, and had such a season followed the bumper year of 1912 there would have been an amazing number of grouse on our moors at this present time, followed, only too probably, by an equally amazing mortality from disease, for which drear factor in the history of almost every moor in the land neither cure nor prevention has yet been discovered. As it is, we have to reckon with the serious outbreak of disease during the past year as the determining factor in estimating the chances of sport in the coming months. The period of the disease was about twelve months; on some moors birds were already in a dying condition during August shooting in 1912, while on other moors there was still an appreciable weekly mortality in early

No August of 1913. county in which there are grouse moors could show a clean bill of health: the disease ran its varying and uncertain course from Caithness to Yorkshire, sweeping the grouse wholesale off one range of moors, picking and choosing its victims on the next, sometimes sparing an entire district. and often passing by isolated moors altogether whose neighbours were among the worst sufferers. The natural result is that on each individual moor prospects of this the shooting season depend almost entirely on how many birds there were on the ground in early spring to take advantage of perhaps the most favourable nesting time for many years

past. There are always exceptions to any wide generalisation; in this case, perhaps on one moor in ten any shortage of birds is directly due to very heavy rainstorms in early May, particularly noticeable on the north-eastern seaboard of Scotland, or to a somewhat unaccountable irregularity in nesting, both in time and number of eggs laid, which several keepers on the moors just south of the Grampians have noted among their

A DISASTER AVERTED.

On the whole, however, there is every reason to be well satisfied with the general trend of events on the moors since last November. Naturally enough, many tenants who have taken a moor for the short weeks of a single shooting season,

and have little or no interest in its future welfare, will feel a little disappointed next month. They have read the most promising accounts of full nests, good hatchings and coveys unusually strong in numbers, and already so forward in growth as to be almost indistinguishable from their parents, and will be surprised to find, should their moor happen to have been stricken by disease a year ago, that after all there are not so very many birds on the ground, for although each covey may reckon its ten members, the abnormal increase will in many cases do little more than just make good the abnormal depletion of the average breeding stock. But for all those who take more than a fleeting interest in the grouse there is, indeed, good cause to be thankful. On many wide stretches of moorland disease had brought the grouse within measurable distance of extermination: half the survivors were barren old birds, and without some special mercy it would, in the natural course of events, have taken several years of careful management and light shooting to get back a proper breeding stock for the ground. This slow and tedious process of reconstruction has been most happily accelerated by these good times, and unless the moors that suffered most severely from disease are subjected to a further ordeal-and a common one-of too much powder and shot in the next few months, there should be an excellent breeding stock of strong young birds for another year all over the country. This rapid recovery deserves special notice, for it is unequalled in the annals of the moors, statistics showing that it usually takes from five to seven years for a moor to recover from a bad outbreak of



W. A. Rouch,

GROUSE SHOOTING.

disease, and once more reach its highest level of production. All foreseeing owners and lessees of moors that started the year with diminished stocks will fully realise the true state of affairs, ' ganging canny" with the shooting this year, in the fair hope of a rich reward by another season.

RECORD SEASON FOR SOME DISTRICTS.

Turning to those fortunate moors that never felt the hand of disease last year, or escaped so lightly that the stock was not materially impaired, we find that quite an appreciable number of individual moors in different parts of the country may be expected to do as well, if not better than ever before. It is quite probable that a record season for the moor may be established by the close of the shooting on several of the

Yorkshire moors, among some of the southern moors in North Wales, on districts in Westmorland and northwards to the Solway Moss; in Inverness-shire, on the high ground about the summit of the West Highland Railway (though it is necessary to make, in this latter case, a wise proviso as to weather conditions for shooting—no one can make driving a success in ten days of continuous rain, a phenomenon not unknown among the high tops of the Grampians) and, in the east country, on many of the Aberdeenshire moors

ABOVE THE AVERAGE.

Without much expectation of doing better than ever before, there are many moors on which a good season is assured, well above the average of the last ten years. Among these may be numbered the moors of North Wales, the low ground in Derbyshire, the Lancaster district (which is expected to be as good as it was in 1913), many moors in the Yorkshire dales, including in the south of the county the best moor for its size in Britain;

most of the Dr ham moors that escaped the local cloudbursts, which naturally did much damage within their restricted range; and parts of Westmorland and Cumberland. much for England. In Scotland, the moorland districts where shooting prospects are thoroughly satisfactory - without being anything at all exceptional -comprise: Annandale and Nithsdale in the



BLAINE'S SETTER DOWN MR. GILBERT WEST GRACE, WINNER OF SCOTTISH FIELD TRIALS ALL AGED STAKES. THE

West of Dumfriesshire, a few moors along the east march with England, those Galloways moors that lie next the sea, the greater part of Lanarkshire, all Buteshire, where last year was the best ever known; a few of the Perthshire glens in the north and centre of the county, especially the moors of Glen Almond; and, turning eastwards, most of Nairn and some of the Speyside moors; almost all the wide moors of East Inverness-shire, and the Lammermuir hills between Haddington and Berwick.

"FAIRLY GOOD TO MODERATE."
A somewhat elastic description, which will thus serve to cover a wide area. The first named among the following may

be taken to be the best of those moors coming under this heading where a fair average season is expected, the later mentioned districts not having done quite so well: The Forfarshire hills, the higher lying moors of Sutherland and Caithness, parts of Morayshire; Glen Shee, Glen Lyon and Strath Bran in Perthshire, much of the wide stretch of the Border country in Selkirkshire, Roxburghshire and East Dumfriesshire, a few moors in the west of Ayrshire and an odd moor here and there throughout the country, which has fared better or worse than its neighbours in a season of very local influences. In England, the high moors of Derbyshire, some of the northern moors of Yorkshire, perhaps a few Northumbrian moors that have come off better than most and any moor, with prospects otherwise good, that has suffered much from cloudbursts or heavy rainstorms, the exact distribution of which it is impossible to trace.

MOORS OF POOR PROMISE.

There are still to be reckoned a goodly number of moors

on which, either from local disasters and other causes during this year, or merely from starting the vear with an insufficient stock. there is but poor promise of much autumn shooting without sacrificing the sport of future years. The following list comprises most of these unfortunates: A few of the flat moors in Caithness and Sutherland — due to very heavy rainstorms in

early May; some moors in the northern half of Perthshiredue to bad nesting and hatching; many moors in the south of the county, Strathyre, Loch Earn side and Callender districtsdue entirely to very scanty breeding stock; many moors in the neighbouring county of Argyll; some of the best moors in Ayrshire, and much of the high ground in Galloway-due to ravages of disease last year. In parts of Wigtownshire there are still a few birds reported to be diseased. Many moors on the Northumbrian side of the Border are only beginning to recover from the wholesale mortality of 1912-1913, although there is every hope that they will come back to their own by another year.

ARE SCOTTISH DETERIORATING? RED DEER

SOME AUTHORITATIVE OPINIONS.

ERY year, in one form or another, the question crops up with regard to the degeneracy of Scottish deer. That the condition of the deer might be improved is unquestionable. Whether such improvement is practicable in the present commercial age is extremely We recently addressed certain questions to various owners and tenants of deer forests, and publish herewith some of the replies which they have been kind enough to send us, including those of the Marquess of Graham, Viscount Hythe, Sir John Fowler, Bart., of Braemar, Mr. J. G. Millais, Mr. Vernon Watney, Mr. A. Gordon Cameron and Mr. E. M. Crosfield.

1. Can you suggest any scheme of co-operation among the owners of deer forests by which the standard of stock might be raised, and kept at a high level?

2. (a) Do you consider crossing with park, or foreign deer, beneficial?

(b) Do you consider it better by careful selection and elimination, combined with judicious feeding, to maintain the stock by introducing fresh blood from Scottish forests?

3. What do you consider the most powerful inducement to a yearly tenant, or tenant with a short lease, to spare improving stags; e.g., would you allow "rubbish" to be killed, subject to proper supervision, and not include such stags in the limit?

The Earl of Portsmouth writes as follows:

Co-operation is impossible where so many forests are let only for the on. Where there are no deer fences and good sanctuaries there is a

good chance of natural crossing, otherwise crossing with imported red deer is imperative. The real difficulty is that in order to increase rents the number of small and poaching forests without sanctuaries have been multiplied, and the stock of rubbish on the hills is more than the ground can properly carry.

[TO THE EDITOR OF "COUNTRY LIFE."]

Sir,—In reply to your enquiries, I consider that the quality of heads can be immensely improved on Scotch deer forests by careful shooting, and I prefer this method to crossing with park or foreign deer. The latter produces an animal with a fine head, no doubt, but it is not a Scotch red deer. At the commencement of my tenancy of Benmore there was not a single good tenpoint head on the ground. By sparing of regular and improving heads and shooting stags with bad heads, I succeeded, at the end of five years, in leaving at the end of the season six master stags, each with fifty to one hundred hinds, with good ten-point heads. The most powerful inducement to a yearly tenant to spare improving stags is that suggested in Clause 3 of your letter, viz., to allow rubbish to be killed without including such stags in the limit When this has been done, the result has certainly been very beneficial to the forest.-HYTHE.

[To the Editor of "Country Life."]

SIR,-As regards No. 1, it is certainly very beneficial to have a periodical change of blood in a deer forest, and the two best ways to do this would seem to be for owners of forests to exchange stags or else calves. The first necessity seems to be to prepare a list of owners who are willing to make thes exchanges, and then to put them in touch with one another. The second The second thing would seem to be to decide what is the best way of catching the stags and when is the best time for exchanging the calves. A good many stalkers are afraid to catch the stags, but this can be done all right with a proper deer

fank and at the season when they shed their horns. As regards No. 2 (a), I do not consider it an advantage to cross with park or foreign deer. The introduction of foreign blood certainly spoils the true type of wild Scottish deer. I have several times introduced an English park stag, but it has been miserably hunted by the other wild animals, and they are therefore of little use. As regards (b), I think it is a pity to feed deer unless absolutely nec sary, as it is unnatural and makes them tame. If the forest is not too heav If the forest is not too heavily they ought to be able to fend for themselves. There is no doubt that feeding makes a great deal of difference to the stag's head, and if deer are allowed to graze on crops, they will soon show most magnificent heads.
This has been proved many times by experiments in feeding caught up deer, d otherwise. At the present moment I have caught up the worst stag and otherwise. At the befound at Brodick, and I am feeding it on oats and beans. It promises this year to show a beautiful head, and if the experiment is continued this year to show a beautiful head, and if the experiment is continued next year I would not be surprised if it showed a record weight and one of the best heads in the forest. In reply to No. 3, I certainly think it good policy to allow a tenant to shoot "rubbish," and this I think should done gratis, as no tenant who goes to the expense of taking a stalking oor at a full rent would like to be limited in any way as regards the heads can kill. Of course, if one lets at a reduced rent, one is simply paying for illing " rubbish." I should recommend allowing a tenant to shoot "rubbish," wer and above his proper number of stags, at the head stalker's discretion.

Most likely this will so please the tenant that the landlord will have no ifficulty in letting his forest again the following year, and it has the further dvantage of making the tenant take an interest in the forest.—Graham.

[TO THE EDITOR OF "COUNTRY LIFE.

Str.—I. The standard of stock, in my opinion, might be raised "by the introduction of a close season from October roth inclusive to August 11th," the dates to vary according to "districts," but on no account should the close season start later than October 10th. The dates for districts might vary in a similar manner to the opening and closing of salmon rivers. Cases occur every year of sportsmen (?), usually on small and late forests, shooting stags between October 10th and October 30th. No stag which has been pared throughout the "ordinary" season on a neighbouring forest is safe from these murderers, and consequently many forests are being ruined by this unsportsmanlike practice. Co-operation as to a "close season" exists to a certain extent in various districts, but the one forest which does not cooperate ruins the scheme. This practice is carried out by proprietors and by tenants: by the former, perhaps, to make a bag for letting purposes, by the latter to "make up the bag" which they have been told they should expect. 2. (a) I do not approve of this idea. (b) I should like to see the custom of exchanging hind and stag calves more practised. There is usually however, a considerable death rate in carrying out this scheme. I do not approve of introducing a "big stag" from some other forest. Big "wild" stags are almost impossible to catch, and any "big stag" introduced usually has a lot of park blood in him. 3. Firstly, do not let the shooting agent or proprietor mislead the client as to the possibilities of the forest. (Some shooting guides are somewhat optimistic.) The yearly tenant is in 99 per cent. of cases as good a sportsman as the tenant on lease, but, if he has been misled, it is only human nature on his part to get what he can out I am afraid that motor-cars and other facilities have brought to the North, in some cases, a type of sportsman who prefers (and expects) a good luncheon and cigar and a shot from the roadside at a Royal, to a good walk in the forest. These gentlemen have first to learn that a Royal should not be expected every day, and that a stalk after a switch or hummel is quite as enjoyable to most people as one after the biggest stag which Landseer ever imagined he saw. I do not think that stags have depreciated in horn or body during the last fifty years. We do not give the stag time to reach his prime, and the "rubbish" about which a lot of "rubbish" is talked would in many cases become good heads in a few years. People talk about every-thing except a good ten-pointer or Royal as "rubbish." Rubbish does exist, and should be shot off, if possible, early in the season, but certainly during the rutting season .- JOHN E. FOWLER

[To the Editor of "Country Life."]

Sir,-i. No; I do not believe any number of owners or lessees will cooperate. There are too many selfish considerations at issue. 2. (a Yes; crossing with park stag is very beneficial, but the stag in ques tion must be kept enclosed near the forest and wild hinds induced to come in or be entrapped so as to breed with him. (b) In many Highland forests the introduction of a park stag would be unnecessary if such forests were properly managed. Fresh blood is of no use if the forest is a bad one, i.e., no winter shelter or feeding and overrun with "rubbish." 3. There are no inducements to a tenant on a short lease to spare improving stags, and the only one that would avail is a great reduction in the rental. Yes; I would kill "rubbish" very rigorously, and also a large percentage of hinds. More than half the reason for the deterioration in heads is that there are More than half the reason for the deterioration in heads is that there are too many "bad" stags and too many bad hinds. I do not see any way out of the difficulty unless Highland lairds are prepared to forego a great part of their rents. This, some will say, is ridiculous, but the fact remains that many of the "small' forests only achieve their high rents because, we will suggest, thirty to fifty stags may be killed there. Now, in nearly every case ten good stags is the number that should be shot on such an area, while 60 per cent, of the remaining stock should not be there at all. The whole stion is therefore a money one, and as such might be discussed by your financial expert. Naturalists know quite well how to solve it, but their views are in direct antagonism to those of the man who wishes to get a large rent. I do not blame the latter in the least. He has to live like others, but he holds the key of the situation.—J. G. MILLAIS.

[To the Editor of "Country Life."]

Sin,—In reply to the questions, I would say: 1. Sanctuaries should be established and respected in every forest; that is, the deer in them should never be disturbed during the stalking season. A large proportion of the stags and of

the best stags will come out, and the remainder will form an excellent stock for subsequent seasons. Also, in some parts of Scotland many more hinds should be killed than are killed at present. 2. (a) No; but if foreign deer are introduced, Japanese deer should be avoided especially, on account of their results in the control of the con heir small size. (b) Yes. 3. rubbish."—Vernon Watney. 3. Certainly encourage a tenant to shoot

[TO THE EDITOR OF "COUNTRY LIFE."]

Sir,—r. In my opinion no scheme of co-operation among owners for the suggested purpose is practicable, for the following, among other, reasons: Multiplicity of ownership with diversity of individual interest and individual advantage. There are nearly two hundred deer forests and over one hundred owners. The character of forests and the interests of owners are widely dissimilar. The proprietor who stalks his own ground and the proprietor who lets his forest are on a totally different platform, 2. (a) No; very bad. (b) Yes, but not by artificial food. Numbers must be cut down till the forest is self-supporting. There is only one way of getting good antlers to shoot, viz., not to shoot them, but to save them and let them grow. Good food will belp good antlers. What is making this whole question a most serious one for owners who let their forests is the rapid deterioration of the land under deer. And in proportion as deer find it impossible to get natural food, they will require the more artificial food, and in time cease to be self-supporting except for six months out of the twelve. I know a block of three big forests where deer are extensively fed to keep them alive, and on one have been fed without any improvement for forty years. Yet three hundred stags from these forests spend winter and spring on one contiguous sheep farm, and as many more spread to sheep ground fifteen miles away. Anything to get a bite. These starving wanderers are, after all, the best shot in the forest locker, because they are nobody's pets, and still hate man. To such as these belong the ultimate regeneration of deer-stalking. 3. I can see no inducement other than a reduction of rent by special agreement, but I cannot see how such an arrangement could be worked. A tenant can be asked not to shoot a marked stag pointed out to him by the stalker, but I cannot imagine anyone paying a high rent for a forest where he could shoot only such animals as the stalker approved. On the other hand, I should not for a moment permit "rubbish" to be killed and counted outside the limit. It is not at all easy to discriminate "rubbish," and I think serious errors might be recorded. I should prefer to say to the tenant, were he agreeable: "If you will spare, say, ten stags of the best, as indicated on particular beats by the stalker, I will let you kill twenty of your own selection against them"; that is to say, if the advertised number were fifty, then the tenant would have sixty, barring the sacred ten. In this way rubbish would be killed, but in a legitimate fashion.—A. C. CAMBERON. CAMERON.

[To the Editor of "Country Life."]

Sir,—f. Absolutely impossible. 2. (a) For every reason bad; no interest whatever is taken in any Scotch head unless pure Scotch blood. (b) The only way to improve Scotch red deer is by management, good burning, and increasing the feeding in every way possible, winter hand-feeding, leaving all improving deer and killing all bad ones, even when three and four years and only weighing from 10st, to 12st., as they are doing harm as soon as they No Scotch hill stag is at his best until the first good horn year after he is twelve years old or over, so the greatest forbearance is necessary. Except in very few cases, this forbearance is impossible; not 10 per cent. of the owners and lessees of Scotch forests have the knowledge and experience for good management, and as 90 per cent. of the stalkers think it more or less of a disgrace to "come home without a shot," they naturally kill anything. for good management, and as 50 per cent, of the stances time to more on the less of a disgrace to "come home without a shot," they naturally kill anything. So long as lessees always take the "best head" and stalkers must "kill," all idea of improvement is impossible. There are only either five or six forests to-day that are really well managed. *More than* half the stags killed each year in Scotland are three, four and five year olds. Three times as many bad deer and only half as many "stags" should be killed each year.—E. M.

Other well-known owners of deer forests who prefer to remain anonymous have replied to our questions as follows:

[TO THE EDITOR OF "COUNTRY LIFE."]

Sir,—I have held one place for nearly thirty years and have improved the average head a good deal by following out the enclosed suggestions.

[TO THE EDITOR OF "COUNTRY LIFE."]

Sir,—i. I regret that I can make no suggestion. 2. (a) I do not, Mongrel race is of no interest. (b) I approve of all these suggestions. 3. Possibly it might be feasible to arrange that (a) a carefully selected sanctuary should be strictly maintained in each forest. (b) That a liberal number of bad stags should be killed. (c) That no good stags should be shot after October 4th, at latest. (a) That the stock of hinds should be kept to a reasonable number of healthy young hinds. The stalkers to kill in winter all hinds with shabby calves, and all worn-out barren hinds.

TO THE EDITOR OF "COUNTRY LIFE,"

SIR,—I. As a general rule impossible. 2. (a) No. (b) Yes, the only way. 3. Yes, of any size. Who is to give "proper supervision"; most stalkers, lessees and owners are ignorant. Do away with all the weighing of stags; a 12st. "rubbish" can do as much harm as any other stag, yet stalkers pass them as not big enough.

[To the Editor of "Country Life."]

Sir,—i. The answer is no. 2. (a) Not worth the trouble and cost. (b) Selection for breeding and ruthless destruction of bad heads will do all that is needed if there are no fences. I do not fear inbreeding. 3. No yearly tenant

is likely to know good from bad, and it would be most unfair to ask him to spare the good stags if he did. The yearly tenant is the invention of the Scotch laird for the injury of his property, and he has a right to damage it in the way which seems best to him. As to "killing rubbish" and not including them in the limit, that would be as unfair to the ground as the proposal to persuade the yearly tenant to spare the good stags is unfair to the yearly tenant. Suggestions.—Burning the grass where possible, dressing the grass with artificial manure where roads permit and the quality of the ground justifies it, giving the best stags at least three years with their hinds, a great reduction of the hinds, and the complete extinction of the rabbits, are the most important points if you would improve the deer.

It will thus be seen that, though co-operation appears to be impossible among owners, beyond an agreement in certain localities as to the date on which the stalking season should close, fresh blood of some kind is indispensable. The change may be effected naturally, or by the introduction of park deer, and we should particularly like to draw attention to Sir John Fowler's remark as to the interchange of red deer calves. With regard to "rubbish," everyone agrees that it should be got rid of, though, as is pointed out, this is a difficult matter.

A FAMOUS SCOTTISH DEER FOREST.

RECENTLY read an article in which the writer stated that, without being an expert, he had seen enough of deer-stalking to form the opinion that it was a much over-rated sport. Under conditions which he experienced it may have been. There may be people so misguided as to share his views, but no real lover of the hills can come down to the lowlands for the last time, after a week in a good forest, without feeling all the better, both mentally and physically. It was once my good fortune to be asked for a week's deer-stalking in one of the grandest forests and amid the most beautiful surroundings to be found in the length and breadth of Scotland. I shall always look back on it as one of the happiest and most delightful times I ever spent. The forest is ideally situated,

Westward away where roads are unknown to Loch Nevis, And the great peaks look abroad over Skye to the westernmost islands.

Canute's Fiord it was called in the old days, when long-oared galleys lay in wait behind its rocky shores to dash like hungry hounds upon their prey. On a green knoll reached by rock cut steps still stand the battered relics of an ancient castle. Lusty men of thews and sinews must its inhabitants have been, for cut in the solid rock beside the ruined walls is a grooved trough which held their vessel's keel and kept it safe from winter's storms. Here, too, a great Spanish ship from the Invincible Armada crashed to her doom, and in the features of some of the hillmen it is possible to trace a likeness to her swarthy sailors. Many, many years later the last of the Stewarts with his little band of faithful followers wandered over the hills near by. I like to think that afterwards, when all the glamour and romance had gone, leaving only a worn, sodden old man, the skirl of the pipes and the memory of those blue hills had power to kindle a flame that was almost dead and light an eye from which the sparkle had for ever flown. Let that at least be remembered of him!

Still winding about the lonely places you may see paths, now used only by sure-footed hill ponies and an occasional stalker, which the red-coated soldiery employed to hunt him down and harry his men.

"Ah!" said Willie, as we climbed a slope, "there w s a different kind of stalking then!"

Every variety of scenery is there to charm the ey Sea and loch, brawling burn and placid pool, lush gre-meadows and craggy tops, groves of birch and banks heather, and over all that wonderful, indescribable atmosphe which, in part, made Stevenson exclaim: "The happlot on earth is to be born a Scotchman!" I loved it "The happie t The seagulls screaming in the morning over flats where oyste catchers peered busily for their breakfasts; the sail round to the far beat, a seal's round head and soft staring ey breaking the calm surface of the loch as we went; the lone days on the hill and a return in the gloaming with the surface of the loch as we went; setting red over Rhum. It is no easy job stalking her indeed, it spoils one for almost any ground it has been my good fortune to know. Towering peaks rise sheer from the water's edge, 3,000ft. and more; but, though the climb is long and breath short, the view from any one of these giants is alone sufficient compensation for the effort. North, south, east or west, whichever way you turn, rise hills, broken here by great hollowed corries, in which the mist swirls and boils, there by a silver streak of sea beyond which the Cuchullins rise. Their names alone sound like music on the ear. gorgeous days I enjoyed, none stands out with any startling prominence; they were all so glorious. The fickle West Coast weather for once was constant, and day after day a brilliant sun shone from a cloudless sky. Every detail the day on which I killed my first stag beneath the sharp cone of the Sentinel Peak is fixed on my mind. Later we saw a grand nine-pointer on the edge of the sanctuary, into which he very speedily disappeared before we could take measures to circumvent him; later still, a splendid old royal, also in the holy of holies, where he remained until almost the



UP IN THE HILLS.

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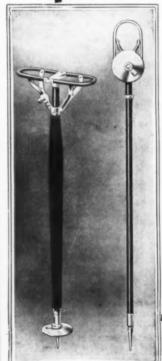
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last day of the season, when, on emerging, he turned out to be the best royal of the year. But I think, from all these delightful experiences, a stalk which ended in failure stands out the most prominently. was the last day of season, and I had never been on the west beat, so thither my host, knowing my love for a good climb and beautiful scenery, sent me. Duncan was with me, a great six-foot, soft spoken Spanish-He eyed Highlander. spied when I joined him (somewhat blown after a three mile ride, for I am no horse-man!), and reported a fair stag at the bottom of the hill. He roared repeatedly, and on getting above him, after an

hour's climb, we decided to leave him, in the hope of finding a better beast further on. Another half-hour or so brought us to the top of the hill, 3,300ft. above sea-level. There were some fine stags in a deep, rock-scattered corrie before us, frowned on by a great cliff on the edge of which we lay. I was enthusing to Duncan, who agreed when I remarked on what I thought was the best beast and our probable line of action. "Aye," he murmured, his eye glued to his glass, "a fine beast, but," non-committally, "he's no' on our ground!" Somewhat damped, I followed him to some rocks and watched him as he spied, his glass pointing almost vertically downwards. The Sound was beautiful, and far, far below me, like a little toy boat on a painted ocean, I could see one of David MacBrayne's luxurious mail steamers paddling busily along. Through my glass I could even make out a few "touries" enjoying the scenery, flat on their backs, with their eyes closed, for the luncheon hour was past!

The corrie which Duncan was spying was scarcely less steep than Naboth's Vineyard. I could make out several groups of deer, each with its master stag, of which the best seemed to be a fine seven-pointer with thick horns and a very wide spread. These I ardently desired to possess. Duncan thought a stalk possible, and, after carefully reconnoitring the ground, we started to slither down the hill. Twenty or thirty hinds and a fair stag were almost directly below us to our left; indeed, had we dislodged a rock it would probably have hit them, and great care we took to



OUT TO THE WESTERN ISLANDS,

avoid such a catastrophe. Lower and lower we got; nearer and nearer grew the deer. At last we reached a point on the rough perpendicular hillside within 300yds. of the deer on our left. One or two hinds, in fact, closed up, for though they had neither seen nor heard us, they were rather uneasy Duncan now changed his upright slither for a stealthy crawl. I started to follow him, when he suddenly stopped with his neck jammed into that terrible position apparently between his shoulder-blades which all stalkers know. I peered round a rock and saw two or three hinds feeding among the rocks barely 30yds. off. We waited for a long time, but they showed no signs of moving, so there was nothing left for us but to go on. If we could cover the next 50yds. we should get a longish shot at our stag, and the effort had to be made though we were in full view.

Flat on his face went Duncan, propelled by sinuous wrigglings and what grip he could get with his fingers and toes. Once clear of our sheltering rock I followed. Very, very slowly we progressed while the perspiration poured down my face, and I dared not lift my head for even a glance to the right. Every minute I expected to hear a hoarse "br-r-r-uach" from a hind to tell us that the game was up. The knoll was a bare 20yds. and, with every painful inch we gained, grew closer. Then a horrible clammy puff of wind—so different from the gentle zephyrs which soothe the fevered brow when not engaged in deer-stalking!—struck me on the left ear and I knew it was all over. "Urg-gh-urg-gh-urg-g-h!" went the old hind; she was closer than the desired knoll.



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FOR COUNTRY HOUSES

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I raised my stiffened neck and, as she rattled over the rocks the other hinds and a nice young stag with eight points joined her and were soon out of sight below us. We dashed to the knoll, but it was too late. The corrie below us, intersected by a small burn which leaped and clattered down the rocks, was full of deer, all making steadily away from us.

Stags and hinds, knobbers and calves, jostling each other, trotting and cantering, they converged on a small flat by the burnside. Midway went our stag, and fine he looked with his aristocratic head thrown back and his great massive, wide-spread horns catching the glinting evening sun. He crossed the burn and, looking back, roared defiance at the unseen disturbers of his peace, while we, hot; tired and disappointed, climbed wearily up the long slope to the top of the hill. But it was a grand stalk! Frank Wallace.

HINTS TO YOUNG STALKERS.

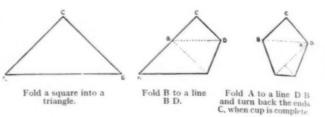
As we are beginning to think of stalking again, I am going to jot down some small experiences which have considerably added to my comfort, in the hope that they may be useful to others, also a few thoughts on stalking. I lay no claim to originality. I have stalked off and on for thirty years, and there can be no harm in telling them to younger stalkers. There are stalkers who will despise anything which lessens the inevitable hardships of stalking, who love to be well nigh frozen to death and think you cannot be happy unless you are miserable, which sounds

which sounds
Irish. I
hate the man
who glories
in, and makes
a boast of,
having a cold
bath every
morning and
despises us
who prefer a
bath as hot
as we can
get it. Let
him sneer and
freeze and
"glow" if he
likes—that is
no reason
why I should.

Dress.—I think one of the most difficult matters is to settle whether to wear thick, heavy clothes or lighter and thinner. I have come to the conclusion that it is best to

weight) clothes and to have with me a "woolly" to put on till October. In October I have found the greatest comfort in a leathern waistcoat, made like a fencing jacket and well ventilated over the arms. I wear this without a waistcoat and over the edge of my knickerbockers. If the day is hot, one can have one's coat off or unbutton the waistcoat. It is a real comfort, when the wind is very cold and cutting, to be quite warm when waiting for a beast to move. I always have wash leather pockets in my knickerbockers—very warm to cold hands. Shoes I find much warmer than boots. Boots keep in wet; shoes allow the feet to dry. Stockings can hardly be too thick, and should be long enough to pull over the knees—very useful in a long crawl. It is a mistake, I think, to wear shoes or boots too heavily nailed or too thick. When you remember how often you have to lift the weight of each shoe or boot in a day's walk, it is obvious that, within reason, the lighter the footgear the better. I do not like nails under the sole of the foot; they are apt to work through. I have them round the edges. Waterproof lined gloves are useful. No one can shoot if the hands are cold, and in a long, wet crawl these gloves keep the hands dry and warm and save their being cut by stones or heather. I wear a pair of Shetland gloves inside these. I always carry a whistle. It is no trouble, and I have found it useful when I have been separated from the stalker in a mist. I always wear very long garters. In case of an accident, such as a sprained ankle or a bad cut, they come in useful as a bandage. I always take two handkerchiefs with me, taking care to keep a silk one where it cannot get wet in my hip pocket for drying the glass. Somehow one never wants much luncheon when stalking; but the best, I think, is potted meat

between two crusts of bread, hollowed out sufficiently to hold the potted meat and some butter—and a bit of cold pium pudding. Here is a dodge for making a cup out of the paper the lunch is done up in :



If I have to choose between a telescope or a Zeiss glass, I prefer the latter, and a No. 5 is, I find, the most useful strength. The new pattern has a much larger field than the older ones. I have found these glasses make rather a noise when being put back in their case, so I carry a small pigskin case, into which my glasses go quite loosely, and to prevent their falling out I have a long, thin strap attached to case and glasses. If a telescope is used, a mackintosh cover the full length of the telescope is very useful to keep it dry in wet weather. It seems almost superfluous to remind anyone what a good rest can be got if the cap be put on a stone and the left hand rested on the cap. I have seen many a man rest his hand on the "raw" stone and have a raw hand as the result, and a bud rest. I do

not want to advertise any man's goods. but I cannot help saying good word for the mack intoshes sold by the Hurri-Company The Albany Liverpool They are very light, and pack into a small pigskin case -the firm make these case too small These mackintoshes a made like smock, and so do not blow open in front as you walk against the wind. have found great comfort in having large mackii tosh seat



A HEAVY BEAST BUT A POOR HEAD.

sewn into my knicker-bockers between two layers of cloth. It is a blessing to be able to sit down on wet moss without getting soaked through. I have not found any use in having mackintosh in the knees, and it is uncomfortable to walk with the knees rubbing against an unyielding material.

I once saw what might have been a very bad accident. A man was using a telescope-sight, and did not notice that the muzzle of his rifle was only a few inches from, and below, a big stone. If he had fired he would probably have been blinded. A real danger to be remembered by those who are new to these sights. We all agree that the most miserable thing is to wound a stag; but many a man will not shoot at a wounded stag trotting away, for fear of haunching it. I think this a mistake. Anything is better than to allow a wounded beast to get away, and a haunched stag cannot get away. After all, it is only you who will get the blame for haunching the stag, and this is better than running the risk of the poor brute suffering. If a stag will not get up, it is a mistake—and a very common one—to whistle or make a noise. Too often the stag will get up and bolt away at once. On the other hand, if you just show something, a hand or a foot, the stag will, as a rule, get up and look again at the strange object, to make sure what it is before he bolts. Twice last year stags hit in the neck were only stunned. I had always thought the neck was certain death till then. Now I have learned to run up as quickly as possible when a stag rolls over to see if another shot is necessary. I once lost a good stag by talking to the stalker as we were searching for him after I had hit him—"Where is he? I know I hit him," and so on. The stag heard us and was off. If I had been quiet we should have seen him and stalked him again.

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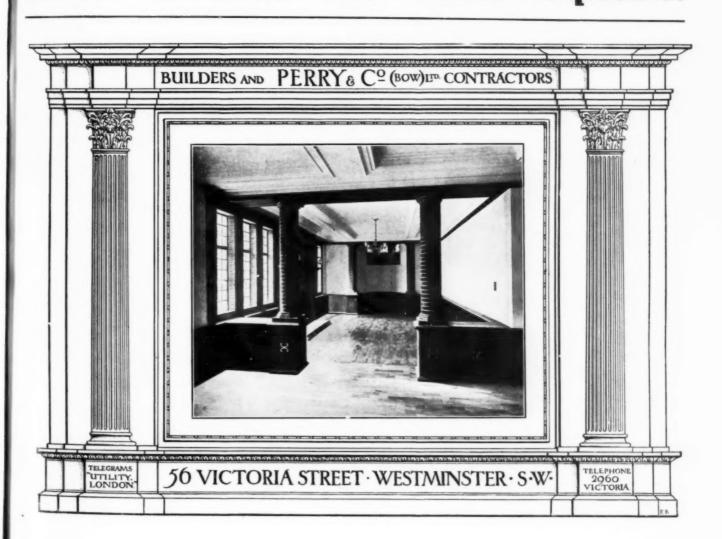
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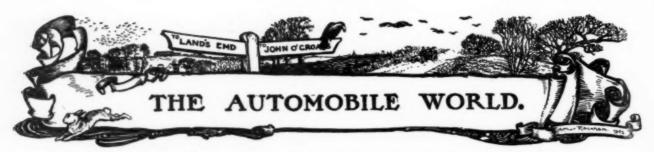
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ELECTRIC ENGINE-STARTERS.

HERE can be little doubt that, with the rapidly increasing popularity of electric lighting for motor cars, electric engine-starters will also be very much more extensively used in the near future than they are at present in this country. The electric starter has been made possible by the great improvements that have been effected in the construction of accumulators, and the batteries now supplied are very different from the old and generally troublesome ignition battery with a nominal rating often 200 per cent. or 300 per cent. in excess of its real capacity. When accumulator ignition was common it was usual enough to find a battery labelled sixty ampere hours, but capable of giving only about ten or fifteen ampere hours when steadily discharged at a very moderate rate. The battery used with an electric starter must be capable of standing discharges so high that, were they maintained for more than a few minutes, the battery would be completely exhausted. The construction of the plates has, therefore, to be very sound if no damage is to result from this practice.

Cells suitable for lighting may be unsuited for engine-starting duty, but a battery designed expressly for starting purposes ought to be reasonably efficient as part of a lighting system. In the circumstances it is very natural that the designers of engine-starters have recognised the close connection between starting and lighting, and have in many cases combined in one apparatus a dynamo to give light and a motor to start the car engine.

and lighting, and have in many cases combined in one apparatus a dynamo to give light and a motor to start the car engine. a dynamo to give light and a motor to start the car engine. Fortunately, it happens that some types of dynamos can be used quite efficiently as electric motors, which facilitates the combination of the two requirements. On the other hand, a dynamo for car lighting purposes must, owing to the peculiar conditions of its work, be of the shunt-wound type, while an electric motor for starting purposes should be series wound, since this type gives a much stronger starting impulse than can be obtained from a shunt wound motor. In this particular respect the requirements fall out of line, and while it is possible to design a starting and lighting dynamotor in which the same armature, the same commutator and the same brushes are used for the double duty, a combination machine of this type must always have two sets a combination machine of this type must always have two sets of windings on its field magnets, the one in shunt and the other in series with the main circuit.

It stands to reason that any machine which combines two

functions must be to some extent in the nature of a compromise

and for this reason a number of makers prefer to separate the lighting dynamo from the starting motor altogether, and to consider only one set of problems at a time, with a view to securing in each case the greatest possible efficiency in the machines designed for their solution. Consequently, a starting motion its simplest form is a small series wound electric motodesigned to give a high torque for its weight, and fed by a batter of accumulators specially built to stand short but very heavily discharges. The starting motor has to be connected with the car engine by some transmission which can be engaged and dengaged at will. A movement of a lever or pedal as a rule server the starting motor has to be connected with the car engine by some transmission which can be engaged and dengaged at will. produce two effects—to put the electric motor into connectic the the crank-shaft of the engine, and to operate a switch which allows the battery to send current to the starting mote. As soon as the car engine is started, the pressure on the pedhas to be released and this switches off the current and allowed the curre disconnects the motor.

As a rule, the transmission between motor and engine involve a considerable gear ratio, the electric motor rotating many tim-faster than the engine crank-shaft. For example, it may a considerable gear ratio, the electric motor rotating many time faster than the engine crank-shaft. For example, it may a necessary to rotate the crank-shaft at 200 revolutions per minute in order to start up the engine with certainty, and in so doing the starting-motor may be rotated at 1,000 revolutions per minute and a gear of 5 to 1 put between it and the crank-shaft. Now when the car engine fires and gathers speed, its rate of rotation may amount to 2,000 revolutions per minute. This would mean that the electric motor, if still connected up, would be rotating at 10,000 revolutions per minute, which might well be too fast for safety. Consequently, in many systems in which a high gear ratio is used, some means are provided to prevent the over-speeding of the electric motor in the event of the starting-pedal being kept down too long.

One plan is to put a free-wheel device somewhere in the transmission, thus allowing the motor to drive the engine, but causing the free-wheel to over-run when the engine tries to drive the motor. In other instances, some very ingenious devices are employed. In one case, an end-ways movement of the armature of the starting motor is permitted and the application of certain electric and magnetic principles utilises this movement to attain the desired end. When the starting-pedal is depressed the armature is sucked along into a central position between the field magnets against the



Mass M. Teevan

LEAVING THE HOUSE OF COMMONS.



ANNOUNCEMENT

WE beg to announce that arrangements have been made by which the personal services of Mr. Chas. personal services of Mr. Chas. Jarrott have been secured to actual and prospective owners of Armstrong Whitworth Cars in London and the South of England. The Armstrong Whitworth Repair Works and Stores at Bear Lane, Southwark, are maintained for the convenience of customers, but the Showrooms closed and their place taken by the are closed and their place taken by the extensive and splendidly appointed Automobile Salon of Messrs. Jarrott, Ltd., at 24 to 27, Orchard Street, London, W., where all models, particularly the 20-30 h.p. car, will be shown.

Much intimate experience and close study have convinced Mr. Jarrott that the Armstrong Whitworth Car of to-day has established a new standard of comparison in four-cylindered vehicles of whatever nationality. "In refinement of design and distinction of finish, in power, in the silence of its running, in all the service qualities, the Armstrong Whitworth maintains in the arena of the car the high traditions of a world famous engineering firm."

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Aug

action of a spring, and this end-ways movement causes the transmission gears to come into mesh. When the engine starts up and the starting motor is thus relieved of its load, the spring pushes the armature back and the gears are disconnected. The same machine is a good example of another sound principle. The armature begins to rotate slowly before the gears are meshed, and, consequently, the gear-wheels engage with one another easily. In other systems the first movement of the pedal allows a little current to flow to the starting motor, so that the pinion on the armature shaft begins to turn and is ready to mesh easily with the gear-ring ready to mesh easily with the gear-ring on the fly-wheel when a further move-ment of the pedal allows the full current to flow and slides the pinion along the key on the armature shaft, so meshing the gears. There is one

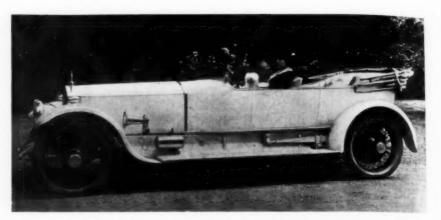
more point

There is one more point which The front arm-chair s has to be considered in the simple starting motor. This is the possibility of damage to the motor or to the transmission in the event of the car engine backfiring. This contingency cannot be guarded against by a free wheel, but some systems provide special magnetic devices for this purpose, and in others a friction drive from motor to engine is provided, in which case slipping takes place between the friction surfaces when an abnormal resistance is opposed to

ance is opposed to motion owing to a back-fire. In many other starters no special provision is made against back-fire, but motor and transmismotor and transmis-sion are built suffi-ciently strong to avoid any risk of injury from this cause.

When the start-ing motor is com-bined with the lighting dynamo in one machine, known as a dynamotor, it is found necessary in some systems to employ two separate sets of transmission gear, since the speed of the electric machine in relation to that of the engine often has to be different for starting and for lighting if pro-per efficiency is to be secured in both cases.

This type of dynamotor is generally fairly small and light, and the change from one transmission to the other is effected simply by a movement of the starting pedal. Other makers prefer to fit a substantial machine which will start the engine while running at low speeds, and subsequently runs as a dynamo through the same transmission gear. This makes for greater weight, but avoids



THE LATEST TYPE OF ROLLS-ROYCE WITH CANN BODY.

The front arm-chair seats slide on rails so that they can be adjusted to any position required

some complication. Obviously, the furthest point to which it is possible to go in this direction is to put the armature of the starting motor on to the engine crankshaft, in which case in transmission gear is required, but the starting motor and the engine must always rotate at the same speed. There is a great deal to be said for an arrangement of this kind. One point in its

favour is that, if the electrical machine must be somewhat heavy, the greate part of its weight can be used to take the place of the engine flywheel, so that it does not really amount to any great addi-tional load on the car-Moreover, a dyna-motor of this kind is centrally situated on the chassis, there are no complications due to transmission gear and the installation is wery neat and works in well as part of the general design of the chassis. On the other hand, a starter of this type cannot be easily applied to an existing applied to an existing car without consider-

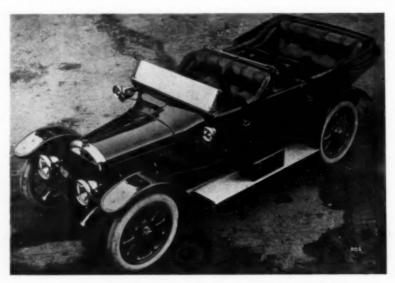
able expense.
When dynamotors are used for both starting

that the problems connected with car-lighting systems must be dealt with in addition to those connected with engine starting. Some form of automatic cut-out must be provided to prevent the dynamo from taking current from the batteries when the speed of the car engine is very low. Again, some means must be provided for limiting the output of the electrical machine at high engine speeds. The automatic cut-out is generally an electromagnetic device which, though it appears

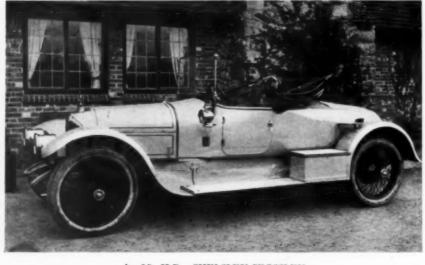
magnetic device which, though it appears rather delicate, has proved quite satisfactory in practice. A few makers, however, prefer a mechanical cut-out which utilises centrifugal force as its means of operation. The control of output is also generally secured by electric means, and sometimes involves extra windings or extra brushes. In this windings or extra brushes. In this connection, the presence of the series windings on the field magnets can be utilised to secure at least a partial control of output. A good output control should not involve the waste of any considerable amount of current in exconsiderable amount of current in ex-ternal resistances, and neither should it be such as to tend towards undue heating of the armature coils.

There can be no doubt that a

rhere can be no doubt that a starting motor should be amply strong enough to start the car engine promptly under the most unfavourable conditions. A high starting speed is desirable for the engine, since it help to avoid back-fire and it also implies the presence of some reserve power in case the engine is sticky or the



A SIX-SEATED 20 H.P. AUSTIN VITESSE MODEL. The seating arrangements and upholstery present several novel features.



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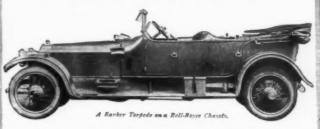
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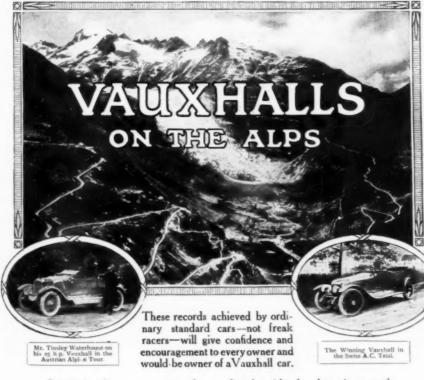
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Swiss A.C. Trials.

TWO recent events have demonstrated the utility of Vauxhall cars for touring in difficult and mountainous country, the Austrian Alpine Tour and the Swiss Automobile Club Trial.

In the Austrian Alpine Tour, a Vauxhall car, piloted by an amateur—Mr.TinsleyWaterhouse, who had never before entered any contest of the kind—came through with flying colours.

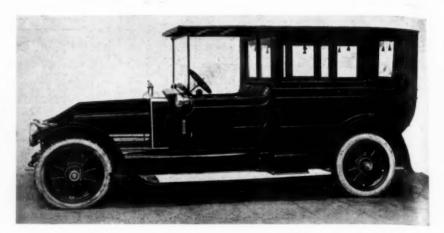
In spite of bad roads and the severe conditions of the trial, only one involuntary stop was made to change a sparking plug. The Vauxhall went up the steepest gradients and negotiated the deep caniveaux (rain hummocks) which variegate these mountain roads. without a mishap and in a style which won the unstinted admiration of all observers. In this tour the Vauxhall car made the second fastest time up the Katschberg.

In the Swiss Automobile Club Trial, which took place on June 27-30, 1914, a standard 25 h.p. Vauxhall car took the first prize for the Flying Kilometre Race and the first prize for the 700 Kilometre Road Race.

weather particularly cold. Many starting motors are strong enough to propel a car along the level on top gear, but while this may afford a good demonstration of power, it is not to be recommended as a frequent demonstration, since the effect on the cells must necessarily be bad. If the starting system is abused in this sort of way, its owner may expect trouble sooner or later—and probably sooner. A good starting motor should be capable of doing its work on a cold day and with a cold engine, at the first time of asking. Any motor not sufficiently powerful to fulfil this condition with regularity will inevitably fail to operate on some occasion when it is most wanted, as, for example, when the engine is stiff and the carburettor adjustment imperfect.

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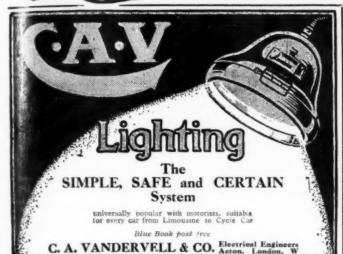
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FreeWheel, special construction, no friction when the engine is working.
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Roller chain, § in.

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(without cables or fittings).

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wo boxes for the middle portion of the side steps, boxes made to fit the detachable rims, watertight tool drawers under the steps, besides lockers under the seats. The chassis is a 60-65 h.p. Mercédès, so that there is no question of overloading.

THE BROOKLANDS MEETING.

The Brooklands Bank Holiday Meeting was, naturally, adversely affected by the war, as several of the French and German cars which figured on the programme did not put in an appearance, and all the flying machines except one had been an appearance, and at the hymg machines except one had been purchased by the authorities before the meeting opened. The afternoon was fine, and the attendance of the public was good considering the circumstances and the cancelling of all race specials. D. Resta, on the twelve-cylinder Sunbeam, scored a somewhat easy victory in the Lightning Long Handicap, covering the 8½ miles at the good speed of 107 miles. The Short Handicap for the same cars fell to Mr. Gordon Watney's Peugeot, Mr. N. E. Helder's Vaurebil talking second older in both. Mr. N. F. Holder's Vauxhall taking second place in both events.
Mr. F. O. Morris carried off the first prize in the 100 Miles per
Hour Long Handicap, but failed to get a better place than
fourth in the Short Handicap, which was won by W. G. Tuck on a Humber, after a very good race. An event for cyclears and light cars was a very sorry spectacle, as the handicappers were obviously hopelessly out in their calculations, and the machines finished in a longdrawn-out procession.

ITEMS.

The less expensive of the models turned out by the Fiat Company have always upheld the reputation of the great Italian firm, and in these days of cheap cars, many of which are remarkable merely for their cheapness, it is worthy of mention that the 12—15 h.p. Fiat, a soundly built four-cylinder car with a four-speed gearbox and practically a replica of the firm's higher powered models, can be obtained for so low a figure as £375 complete with a smart torpedo body, hood, screen, full set of lamps, detachable rim with tire, non-skid Michelin tires and full outfit of tools.

In the Midland Club's trial for cyclecars, held on Saturday, July 18th, a Humberette won the President's Cup and Gold Medal for the best performance of the day. The tests imposed included flexibility, starting, restarting, petrol consumption and hill-climbing. For the total distance of ninety-two miles the Humberette consumed only one gallon three pints.

Bianchi Motors, Limited, have opened handsome showrooms

Bianchi Motors, Limited, have opened handsome showrooms at 26, St. James's Street.

The Daimler Company have arranged to demonstrate the capabilities of their new 40 h.p. tractor at Lincoln from August 7th to August 21st. The machine has been expressly designed for farm work, such as ploughing, harvesting, haulage, threshing, etc. Those of our readers who are interested in the subject are requested to communicate with either the Daimler Company of Coventry or Messrs. W. Foster and Co., Perth Road, Lincoln, who will be pleased to arrange for the conveyance of visitors from Lincoln to the scene of the trials.

HRH, the Prince of Wales has accepted honorary life.

of visitors from Lincoln to the scene of the trials.

H.R.H. the Prince of Wales has accepted honorary life membership of the Royal Automobile Club.

The committee of the R.A.C. has accepted the suggestion of the Competitions Committee of the Club that an International Tourist Trophy Race should be held in 1915.

The Dunlop Company point out that the majority of covers sent by private owners to the firm's big factory at Kilburn for retreading require strengthening in the fabric as a result of medical control of the control of of under-inflation. On the other hand, in the case of tires used on the W. and G. taxicabs in London not 5 per cent. require strengthening before retreading, as they are always kept inflated to the correct pressure. The Dunlop Company retread any make of cover within forty-eight hours, or three days if the fabric

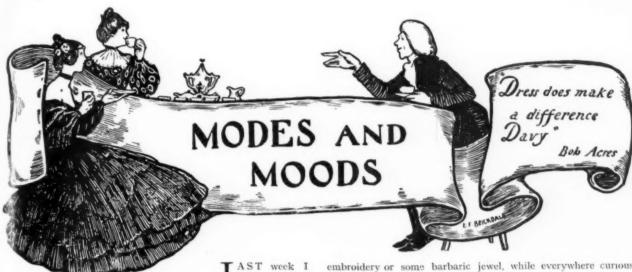
make of cover within forty-eight hours, or three days if the fabric requires strengthening.

Fourteen sets of Avon tires were used in the recent tests when Sheffield-Simplex cars were used to transport a whole battery of artillery from Earl Fitzwilliam's seat to the coast at Grimsby. We are informed that in spite of the severe strains to which the tires were subjected, no trouble of any sort was experienced on the road, and at the conclusion of the trial no

signs of wear or damage were apparent.

The Maxwell Motor Company are contemplating the organisation of a number of depôts throughout the country, where prospective buyers will be able to inspect and try the new Maxwell five-seated model. This is a car which the makers consider is eminently suited to the English motorist of moderate means, as it is absolutely reliable, inexpensive to run and smart in appearance. Owing to the large output of the factory, it is ossible to sell the car in this country at £185, a price which possible to sell the car in includes a full equipment.

It was not until the end of last week that motorists as a body began to realise that a European war on a large scale was inevitable and that a shortage in petrol was likely to result. Thousands of owners at once attempted to obtain supplies from their local of owners at once attempted to obtain supplies from their local dealers, and in many parts of the country a temporary petrol famine occurred which gave rise to wild reports and the raising of prices to an absurd figure. What the future may bring forth it is impossible to say, but it is interesting to note that at the beginning of the week the Anglo-American Company issued a statement to the effect that they had made no advance in the price of Pratt's Motor Spirit to the retailers, and that, having large stocks in hand, they saw no necessity for an advance under existing conditions. existing conditions.



had

mission

to impart information as to the day dress being worn at wateringclaces and spas, and thus I come armed cap-à-pie with notes

evening attire. Taking as a text such places as Dinard, Trouville, Le Touquet and the like, there is always much to be learnt of the probable future doings in the way of dance and dinner dresses. The élégantes visiting these fashionable places with the determination to have a good time, be seen, and have their presence and doings faithfully chronicled, spare neither pains nor money in acquiring beautiful clothes. They are the arbiters of what will be worn during the coming months, and winter now that the last straw of prejudice has been swept away, where evening dress is permitted at all, as it is at all acceptedly gay places, there is no limit to the extravagance. It is frequently difficult indeed to recognise the wearer of some simple, innocent - looking white morning gown with the resplendent creature arrayed for the evening. Entrancing dance dresses are arranged with little billowy skirts of chiffon that, despite their vapoury appearance, have quite a small air of importance, whereas bodices are still the merest little nothings. White shoulders gleam through the slightest transparency of tulle, the tolds apparently held together in tront with a scrap of

embroidery or some barbaric jewel, while everywhere curious little wing effects either indicate a sleeve or mark the summit of the shoulder. Sleeves are more than ever conspicuous by their absence, but there is always permissible some veiled movement at the back of the arm that frequently suggests a short cape

Skirts, more effect. especially those destined for dancing, are noticeably short and still slim about the ankles, while others have wispy little trains. But here are two or three examples picked haphazard out of the galère, which may help to indicate the trend.

Especially original was a gown of oyster white satin, this fashioning a fourreau. over which fell a short tunic of plissé apple green tulle, this tunic taking a slightly upward line in front, gradually descending at the sides, where it stood out a little. and from there cascaded in a narrow line down the back and finally concluded in a short, wispy train. I observed with interest, however, that this train was left free of the fourreau sufficiently high up to be thrown over the arm when required. The corsage, a sort of cuirass, was of an embroidery of pearl and diamanté, the décolletage softened by a few slight folds of the tulle, two original little wings of the plissé standing out over either shoulder. Another delightful scheme boasted a jupe of rose chiffon that was quite short and disposed in rather full. clinging draperies, partially veiled by a long, heavy fringe, arranged in group strands of gold silk,



THE LATEST DRIVING CLOAK.

pearl and opalescent bugles. Above came graceful pannier draperies of a gold metal brocade on a rose ninon ground, the fronts crossed and caught up and held by a cluster of shaded roses without foliage, while the bodice was of the brocade, supplemented by the slightest folds of tulle, lightly powdered with pearls, these resolving at the back into long, wing-like sleeves.

The circular cape, as was only to be expected, has taken an important place in the realm of travelling wraps. Bold checked tweeds contrive to give it character and distinction, and are much favoured by the *vraie élégante*, who wears these wraps in alliance with simple, sombre-toned travelling gowns. Other gowns are arranged with a cloak *en suite*. Tailors have been noticeably pressing in advising this complete outfit, and have unquestion-

ably created some very enchanting S 11 Ccesses. The opinion. however, is generally growing that the circular cloak must inevitably give way to more fanciful and intricate expressions that are not quite so easy of cheap plagiarism. and it is one of these that has been selected for our pictured moral to the story. This is carried out in hearthstone grey cloth, lined deep pansy purple and pale mauve striped silk, and is completed by a skunk collar.

The shape might almost likened to a glorified Inverness, the arms passing through similar apertures beneath the upper cape, which is mounted just above the bend of the shoulder, with a suspicion of fulness, caught down with pierced purple buttons, similar in kind to the four larger ones used in front. An immense amount of attention is accorded the buttons requisitioned capes, latter-day adorn these ingenuity contriving innumerable novelties. Heavily rimmed pierced centres with buttons are procurable in practically colour and gradation of colour, sometimes varied by contrasting centres, the more ornate fancies including great square plaques of dull mother-o'-pearl, tortoiseshell, plaited leather, etc.

The text of the early autumn millinery is now invariably

written on or about this date, and the shops are already displaying an appreciable number of felts, velours and the black velvet shapes. Of the white felt hat I have already spoken, but that is merely a passing summer penchant, whereas black and coloured felts and velours have, one surmises, a long and honourable career before them. The more the eye becomes accustomed to the blocked velours, the more attractive the latter becomes. The shape illustrated is one of the very latest, the wider brim, with a slight extension at the back, striking an appreciably novel note that at once arrests and retains the eye. A suspicion of a curl at the edge of the brim takes away what might otherwise be an undue hardness of aspect, while thrust into the rather coarse corded ribbon band encircling the crown are two feather fantasies, the one at the right side placed

at a rather lower angle than the other. These semi-firm feathery quills are as pleasing a millinery adjunct as we have had for some time, and give me to hope that we have done for all time with such hideous effects as those inconsequent flights of dumpy little wings and the equally inconsequent and still uglier bright-coloured, made-up feather clusters that always irresistibly suggested they had been blown through a tube and adhered to the hat by some rubber suction, on the principle of the well-known child's game in which a target takes the place of a hat. Or, again, could there be conceived a greater inelegance than those amazing little outstanding coquilles, placed directly fore and aft of a small shape, like the crest of an infuriated cockatoo? A sweeter reasonableness in respect of millinery adornment will be as welcome as flowers in May.

Another velours shape that is attracting a good deal of notice follows in a mild degree the outline of the well-known Matador hat. It is larger of brim, and the latter does not turn up quite so aggressively, but for the rest it is the Matador, even to the pompon decorations. The : cond pictured novelty is a shape modelled on the lines of a hat that has already done much elegant service in Tagal, etc. The advantages of a chapeau of this description are that only the few can wear it with adequate success. On a black velours or black velvet the broad band that presumably catches and narrows the front part of the brim would be peculiarly effective in a dull gold and black plaited braid, held at either end by three small gold boules.

Never within remembrance has such pronounced individuality of taste been displayed in the matter of jewellery; and this renders the more remarkable the unquestioning vogue that obtains for pearls. The pearl is the gem of the day, and for once fashion walks hand in hand with good taste; for of all jewels this is surely the most exquisite, the most poetic, the most fascinating. The pearl has a subtle sympathy and a quite serious electric affinity with womenkind, since its greatest splendour and beauty are when it is

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HATS FOR EARLY AUTUMN.

brought in contact with the soft warmth of the body. But like all desirable things pearls are so scarce. This refusal of Nature to come under the law of supply and demand has brought scientific research to bear on the problem, and the result is the beautiful Técla pearls, pearls as wonderful in their way as any acquired from the ocean's depths, possessing, indeed, the same fine texture, sheen, lustre and weight as the natural product-in a word, pearls indistinguishable from those turned out from Nature's own workshop, and procurable at a fraction of the cost of the rare natural gems. Técla pearls are equally effective and indistinguishable, worn either day or night; they are to be seen to perfection in the Técla Salon, 7, Old Bond Street, W., worked up in every form of strictly fashionable ornaments-collar, necklace, pendant, L. M. M. bracelet, diadem, ring and earring.



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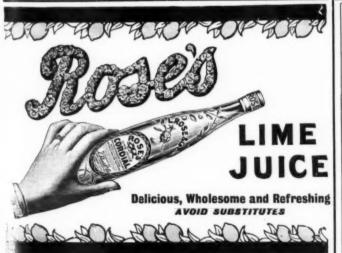
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POLO NOTES.

THE LONDON SEASON.

HE polo season which came to an end at the London clubs last week has been a memorable one, not only because the Cup returned from America to England, but because the standard of play has been from the first days very high. 'The weather has had something to do with this, for the teams have had constant practice on grounds which were not cut up until near the end of the season. It is quite likely that the American and Indian grounds have something to do with the superior accuracy of players trained in those countries in hitting goals. A rough and bumping ground makes the ball hard to hit at all, and still harder to hit with a clean stroke. But, for the most part, the London grounds have played unusually well. The pace has, in consequence, been fast. The feature of the early days of the season was of course, the trial games which the Old Cantabs gave the Hurlingham team which Lord Wimborne had arranged to take to America for what was then regarded as a forlorn hope of winning back the Cup. My readers know that I never regarded the attempt as a forlorn hope, and this view of their chances grew stronger as I watched their play. In the course of these practice games we saw the best team which has appeared in London for some years, when Captain Cheape and Mr. R. Grenfell played No. 1 for Mr. Buckmaster's Ranelagh team. Captain Cheape worked for that team as if he had been playing for it all through his polo career. It was probably that match which helped to decide the fate of the Cup, for when the three Generals, headed by that fine judge of polo, Sir Douglas Haig, were asked by Hurlingham to help in the selection of a team to represent England they decided that Captain Cheape must go with it if possible. him England had a sporting chance; with him their success became probable. My own view was that without Mr. Whitney the American team could not win. In the first place it disorganised the almost perfect arrangement of the old "Big Mr. L. Waterbury and his brother, Mr. J. M. Waterbury, were, at their best, the strongest combined attack in modern polo. Mr. La Montagne, though a fine player, could not be their equal in attack. Then, Mr. Milburn is a splendid back, but, like many other first-rate players, he has a temperament, and was likely to be nervous and below his form without Mr. Whitney. The loss of the latter's leadership was a handicap to the team, for his play at No. 3 was a perfect example of what a No. 3 should be. He relieved his back by keeping the ball up to the forwards. From every point of view his absence was a great loss to the team and was a principal cause of their defeat.

On the whole the Americans as finally constituted rather astonished us by the form they showed against a team which proved to be the best for International polo we ever sent. the Americans lost we gained, for Captain Barrett left his faults in Madrid and took to America the gifts as a captain that had enabled him to hold a record for the captain of winning teams in Service polo. The team having sailed to America, we turned our attention to the home game. Three teams stood outthe Old Cantabs, the Old Etonians and the Cavalry Club. Of these the Old Cantabs were the best, but they never, except in the Champion Cup, really reached their true form. After the severe work of the early part of the season the men and ponies were both a little stale, and the team were defeated twice, but still remained the best of the season. They sacrificed their season's successes to the work of schooling a team for America. They had, however, in the opinion of many good judges, helped on the success of English polo. After such a beginning the season might have fallen flat, but there were in store for us such regimental teams as I have never seen together in onc The Cavalry Club (20th Hussars) won the Social Club's Cup after some excellent play. They looked like having a successful season. Differently constituted, they did win the Ranelagh Open Cup, but there was a still better team The 12th Lancers ran through the Whitney Cup smoothly, in a fashion that made the handicappers open their eyes. Of this interesting team, to which fortune has entrusted the task of restoring the supremacy of the soldiers in their own game of polo, I have already written the story in sufficient detail from week to week, therefore I will not say more than that they helped to give distinction to a season of good polo, and of strong soldier teams the 15th Hussars were probably very little, if at all, behind the Lancers; but their chance was to a certain extent sacrificed to the International team, since their captain (Barrett) was away for part

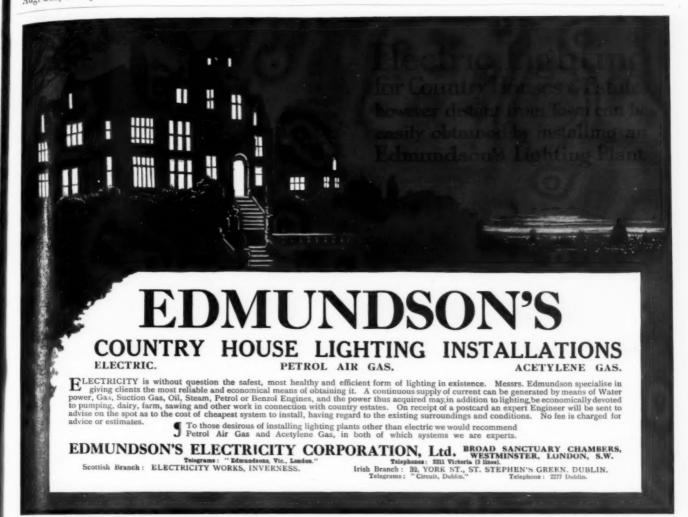
of the season. It is a fact that players who go to America seem for a time to lose their form; but it must be recollected that International polo, especially when the Test Matches are played in America, is in many respects a different game from English first-class polo. No doubt this is partly caused by the difference of the grounds. For a time the players do not feel at home on our heavier ground with our closer and in some ways slower game. The American player swings round on the ball in International polo, the Englishman stops and turns on the ball. I am not sure that, when the English players are steady, our style of play is not as good. Indeed, in some ways it is better. Probably the style of the "Big Four" was only suited to those players when led by a great polo captain. A team with their galloping, open style of play might, and would, become loose and disorganised in its defence. But to return to our own teams, the runners-up for the Inter-regimental were a very taking team, with great pace. They were hard hitters, but the 1st Life Guards failed in their approach shots. had perhaps as many chances at the goal as the Lancers, but they did not, as golfers would say "approach" well, so that they had often to hit from difficult positions. The Royal Horse Guards team were difficult positions. good, but not up to their usual form. The 20th Hussars (or was it their ponies?) did not seem to stay as well as the Lancers in their tie at Norwich. The civilian teams were not so successful as might have been hoped. The Old Etonians, a beautiful team on paper and to look at, never, after the early days of the season, showed us their best form. Of the others, Thornby (Captain Wills's team) and the Woodpeckers were all rather below their handicap in actual play. The Tigers were not as strong as we have seen them; but they had not Captain Cheape. Among the teams not quite in the front rank, Swillington played sound polo and worked hard; Handley Cross did not come out in full strength until late in the season. But if the season was remarkable for the soldiers' polo, yet the progress of the game was seen in the second-class teams and in the county polo at Ranelagh. Those who have known polo for many years will agree that the modern game and, I think, the handicap have done wonders for county polo. It struck me, while looking on at the County Polo Week at Ranelagh this season, that it would be a well-deserved encouragement to county polo if the winners of the County Championship and of the Senior County Cup were declared to be eligible for the Coronation Cup. This is now the most important tournament of the year, in which all the principal winners meet, and if the handicap is any test, the two teams mentioned above were entitled to have this tournament thrown open to them.

CROQUET THE CHAMPIONSHIP.

can justly be claimed for the Champion Cups meeting at Roehampton last week that it was the most successful of the series, as in both events the issue remained in doubt till the actual finish. As a matter of fact, in Champion Cup" a tie between four players would have resulted had Mr. K. H. Izard not made a technical foul in the last round, when about to peg out against Mr. H. W. J. Snell. Despite this stroke of good fortune, which placed him at the head of affairs, no one can begrudge Mr. Snell his success, as he played consistently well throughout and shot better than any other competitor. As he has been regarded for some time as one of the strongest players, his first win in a classic event was most appropriate. Mr. P. D. Mathews was seen at his best till the concluding stages, when he jeopardised his chance by losing two consecutive games to opponents he was confidently expected to defeat, while Mr. C. Corbally, although threatening at times to repeat his last year's victory, did not do himself full justice. Mr. K. H. Izard's prominent show clearly proved that his absence from the game for two seasons had not depreciated his powers, and Mr. A. Rayden Stone played well up to his reputation. Captain A. F. Becke justified his selection, but Lord Tollemache did not reproduce the good form he showed in the recent champion-The final totals of the players were as follows: H. W. J. Snell, 13; Mr. P. D. Mathews and Mr. C. Corbally, 12; Mr. K. H. Izard, 11; Captain A. F. Becke, Mr. A. Rayden Stone and Lord Tollemache, 8; Mr. W. H. Fordham, 7; Mr. H. F. Crowther Smith, 6; and Mr. W. Longman, 5.

The interest of "The Ladies' Champion Cup" was greatly

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twice. On the whole, the ladies stood their trying ordeal well, though, naturally, the standard of play deteriorated towards the closing stages of each day. The success—her first in a classic event—of Miss D. D. Steel was well deserved, as she played more consistently and showed greater endurance than any other competitor. After putting up a record by winning her first ten games, Mrs. W. P. Blood is to be sympathised with on failing to repeat her last 'year's victory. Three consecutive defeats, however, by the narrowest of margins at a critical period of the contest proved fatal to her chance. No lady played better or more attractive croquet than Miss E. Reid till she

found the strain of the competition too much for her, and in finishing fourth after a bad start Miss E. D. B. Simeon always had an uphill battle to fight. Miss W. A. Blood justified her selection, and a word of praise is also due to Miss E. E. Sabine and Miss C. Poland for doing so well at their first attempt. Mrs. F. H. White played up to expectations, but Miss N. E. Coote and Mrs. A. E. Madge proved disappointing. The final scores were as follows: Miss D. D. Steel, 14; Mrs. W. P. Blood, 12; Miss E. Reid, 11; Miss E. D. B. Simeon, 10; Miss W. A. Blood and Miss E. E. Sabine, 9; Miss C. Poland, 8; Mrs. F. H. White, 7; Miss N. E. Coote, 6; and Mrs. A. E. Madge, 4.

GARDEN ORNAMENTS.

N the selection of garden ornaments and furniture it should always be borne in mind that, although in woodwork, which may be said to be still in a stage of development, personal taste may be fully considered, stonework is based on a classic tradition, and, unless this is respected, the results will be incongruous and unpleasing. The value of rightly designed stonework is undeniable. Take, for example, the garden seat which we illustrate. It is not only beautiful in itself, but its presence in the garden strikes a note on which should be built up a beautiful harmony in its

A HORNTON STONE BATH WITH LEAD FIGURE.

surroundings, bringing the whole garden into relation and giving an effect of cohesiveness to the largest space. The fountain has been with us in many forms for centuries, for the charm of stone and water in alliance has been appreciated from ancient times. Of recent years, however, it has developed in a miniature direction, which lends itself to a variety of delicate treatment specially appropriate where space is more limited. One such treatment is seen in the bird bath of our first illustration, in which solid stonework is combined with a charmingly modelled lead figure, giving a happy effect in every sense of

the word. Both of these models have been designed and executed by Messrs. J. P. White and Sons, Limited, of the Pyghtle Works, Bedford, whose garden craft has long been familiar to our readers. For some considerable time past Messrs. White have been specialising in stonework, and these are only two of a huge variety of designs so uniformly pleasing that selection was a very difficult In their finely illustrated catalogue will be matter. found accessories to suit every conceivable kind of garden. For the small lawn there are charming little fountains in lead cast in one piece, and adorned with perfectly modelled little figures, such as fish, frogs, etc. A combination of bath and sundial is particularly good, and of designs such as we illustrate with figures in stone, bronze or lead, the choice is infinite. Well heads and masks for wall fountains, both antique and modern, may be obtained to suit individual

sites, and Messrs. White also have some very beautiful old statuary groups in marble and stone. A great charm of

their stonework is its colouring. The seat illustrate, for example, in Portland stone is toned down to an old tint that suggests centuries of weathering; and they have lately introduced a stone very little known, called "Hornton" stone, ranging in colour from brown to bluish grey, which is ideal for open-air uses, the subdued varying shades blending with any surroundings. Of the charming woodwork done by Messrs. White, space forbids us to speak at length, but we have selected for illustration a pigeon-cote, one of a number of practical and good-looking patterns. Had it been possible, we should have liked to include a delightful aviary in treillage suitable for placing against a conservatory wall, or an outdoor example in oak, forming a pretty ending to an oak and brick pergola. Messrs. White have also been very successful with garden architecture, such as balustrading, wallwork, garden houses, stone pay-For work of ing, etc. this kind they are always glad to give advice in Some idea of the



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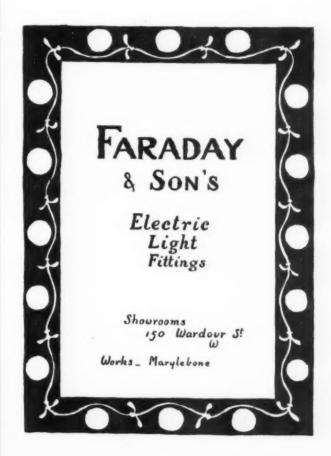
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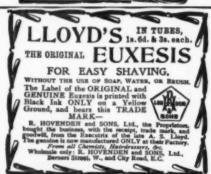
AGRICULTURAL NOTES

OLD INDUSTRIES AT THE LANCASHIRE AGRICULTURAL SHOW.

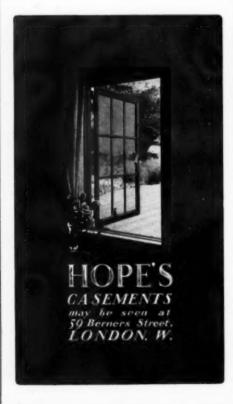
is more than probable that many people-carrying away with them only such hasty impressions as may be gleaned during a railway journey through an industrial county—are strongly imbued with the idea that Lancashire is a land of factories, of foundries, of coalpits and chemical works, and of very little else. The Ro Lancashire Agricultural Society's Show affords plenty general evidence, however, that the farming interest still maintains its prosperity and importance in the County Palatine, and in addition to these evidences there is a new feature in this year's show which is of exceptional value both historically and economically; that is to say, the demonstration of local village industries still existing in Lancashire to-day. Some of the exhibits are, of course, principally of interest as survivals of the past. They are, it is to be feared, what the Americans would style "back numbers," beyond hope of recall. The cotton handloom-whose cheery, rhythmical rattle and click one cannot help mentally contrasting with the feverish hum and rattle of a modern weaving shed-is to-day practically extinct but for a few isolated examples such as that included in the Liverpool exhibit. And yet, the lot of some of the old handloom weavers was one which a good many people might be disposed to envy. They had country surroundings. In many cases the handloom was worked in combination with a small upland farm, and generally with a good garden in which the weaver and his family could profitably employ their leisure. Above all, they were their own masters, and it was this last fact which gave rise to the genuine spirit of Lancashire independence, a spirit which, in its true form, is fast passing away. In the silk trade the handloom is dying much harder than in the world of cotton, where cheap production is the one great consideration. There are still a few handloom weavers turning out silk in their own homes, and others operating handlooms in local weaving sheds. The quaint old town of Middleton, with its ancient church and famous Flodden window," was one of the last strongholds of the Lancashire silk weavers, and a year or two ago there were still one or But from this two old men there working their own looms.

trade also it seems that the glory has departed, never to return. As regards some of the local industries, however, there appears to be no reason why the future should not be as prosperous as the past, if not more so; and, in view of the increasing interest now being shown in rural trades and handicrafts, it is quite on the cards that the latter may be the case. It may here be pointed out in passing that, so far as Lancashire is concerned, one of the great difficulties in the way of minor industries has not to be overcome, for a good and extensive market is close at hand A case in point is the excellent little industry of rush-seated chairmaking, which was among those in evidence at the show This work is carried on in the little town of Chipping, a place which is itself a real bit of Old Lancashire. It is a clean, quiet, picturesque town of grey stone houses and grey slate roofs, hidden away in the heart of the fells, and very likely the chairmaking business is as old as the town. The chairs are of the old-fashioned Lancashire type-made of seasoned ash and with rush seats-the kind of furniture which might be seen in any old-world farm or cottage before it was displaced by the plush and repp abominations of Early Victorian style. Some are spindle-backed, others are ladder or "spell" backed, and, in view of the current vogue for the simple furniture of our forefathers it is likely that the Chipping chairmakers will meet with the encouragement they deserve in their adherence to the old designs. The word "spell," as it is used in the description of a certain pattern of ladder-back, is also found in the term "spell" basket, also a product of North Lancashire workers. A "spell" in this sense would seem to be a curved piece of wood, such as is used in the old Lancashire and Yorkshire pastime of "knur and spell," a game having an apparent kinship with the "peggy" of boyhood. The "spell"-basket is a kind of garden basket, or whisket," to give it another old name. A person is sometimes said in Lancashire to be " as crabbed as a whisket " (or " wisket," the orthography of the word being to me doubtful), and the phrase explains itself. Then there was a man making the most fragrant of besoms from bundles of heather, purple with bloom and full of the scent of the moorlands; and the pungent smell of wood-smoke proclaimed the presence of an Ulverston charcoal burner, the last named probably the oldest calling of them all, going back in unbroken continuity to the earliest dawn of English C. Fox SMITH. industries.









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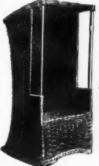
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been made for use in the event of fire. The new motor fire engine has a pumping capacity of about 220 gallons per minute and can throw two simultaneously jets over 100ft. high. The chassis is of the standard Merryweather construction, with chain drive to with chain drive to
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difficulty over soft meadow land. A fourcylinder petrol motor is fitted, of 35 h.p., which enables a speed of thirty miles per hour to be easily maintained on a good road. The pump itself is of the famous "Hatfield" reciprocating type, being spe-cially selected by Captain Hall on account of its suitability for lifting water from the maximum depth possible. On arrival at Weeting Hall some tests were made from the underground tanks at the hall with a single seven-eighths of an inch jet and two five-eighths of an inch jets simultaneously, which easily reached the highest portions of the house with con-siderable impact force. The machine was afterwards tested for running over grass with a full load, and fulfilled every condition required of it admirably.

THE merits of Wright's Coal Tar Soap

have been recognised in the home, and more especially in the nursery, for the past forty years, and its hygienic properties have received ample testimony from the way in which it has been prescribed by doctors in all the leading skin hospitals in cases of skin diseases of all kinds; in fact, it claims to be the only coal tar soap recommended by the medical profession. In addition to its antiseptic qualities, it has a noticeably stimulating effect on the skin which is specially refreshing in hot weather and after strenuous outdoor exercise, and which is enhanced by its cleanly odour. After a hard day a bath with Wright's Coal Tar Soap forms an ideal invigorator. Care should be taken that it is genuine

Wright's, in which case each tablet will be branded "Sapo Carbonis Detergens." For hard water an admirable preparation is Wright's Coal Tar Bath Salt, which possesses all the antiseptic qualities of the soap, while leaving the skin with a delightful feeling of softness and freshness. The shaving soap by the same makers The shaving soap by the same makers will be found specially useful by men who have a sensitive skin, protecting it from every form of rash and having a free, creamy lather. Tooth-powder and shampoo-powders are other Wright specialities, all of which may be obtained practically anywhere. If, however, any difficulty should be experienced, application should be made to the proprietors. tion should be made to the proprietors, Messrs. Wright, Layman and Umney, Messrs. Wright, Layman Limited, Southwark, S.E.

A Seasonable

THAT we are realising

Damask Pattern. more and more the value of appropriate surroundings in our homes is evident from the intelligent way in which manufacturers now provide for every possible requirement in the way of household equipment. A striking instance of this is seen, now that the shooting season has begun, in the Game Pattern damask



BRIGADE" WITH A FULL LOAD. THE "LIGHT

table cloth put forward by Messrs. Robinson and Cleaver with a special view to the needs of the shooting-box. This fine pattern, which was designed for the Edinburgh Exhibition of 1890, out of compliment to the sporting tendencies of the natives of the "land of brown heath and shaggy wood," has a delightful design of stags on the alert, surrounded by groups of pheasants, partridges, grouse, etc., admirably drawn from life. Messrs. Robinson and Cleaver have a large stock of these Game Pattern cloths in various sizes and table napkins to match, all of which are manufactured in their own factories at Belfast. The excellence of their manufacture is thus assured; indeed, their manufacture is thus assured; indeed, from the customer's point of view the most interesting feature about them, perhaps, is their durability and their extreme moderation in price. They wear marvellously, and come up astonishingly fresh and bright even after long and hard service. Those who are in search of a really striking and appropriate damask pattern for the country house or shooting-box should write to Messrs. Robinson and Cleaver, Limited, Belfast, for their Green Book of Damask Table Cloths.

An Efficacious AT a time of year ummer Medicine. when many people find a simple medicine an

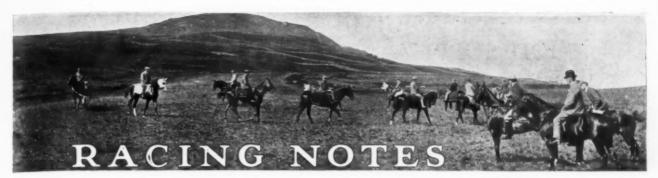
a simple medicine an absolute necessity, much can be said in tavour of Dinneford's Pure Fluid Magnesia. It has, of course, long been recognised that the use of solid magnesia is often attended by bad consequences owing to its tendency to form concretions, while objections are also urged

against ordinary carbonates of soda and potash. With Dinneford's Liquid Magnesia the drawbacks to any of these preparations parations are overcome, although beneficial properties of the powdered magnesia are wholly retained, and the result is an absolutely sate and efficacious Unlike so many preparations medicine. medicine. Unlike so many preparations of the kind, it has, moreover, a quite agreeable flavour, so that taking it presents no difficulties even with young children. It has especially beneficial results in cases of heartburn and various forms of indigestion and disturbance arising from excessive acid—gout, rheumatism, irritation of the stomach, eruptions of the skin etc., while for infants it is of the skin, etc., while for infants it is invaluable during the summer months, a teaspoonful or two mixed with the food or given separately effectually preventing trouble with their milky diet. For ordinary purposes it is most efficacious if taken in regular doses of half a wineglassful night and morning, the effect being materially increased by the addition of a teaspoonful of lemon juice and a little water, when the draught should be taken during effervescence.

For Times of

AT the moment of going to press England is face to face

with a situation which, whatever the ultimate results may be, is bound to cause—is, indeed, already causing—a serious rise in the price of foodstuffs. For the present there is no need for serious alarm, but those women who are wondering how they can best serious their wondering how they can best serve their country's needs should bear in mind that that service, like charity, can best begin at home by considering the possibilities of the future and the requirements of their household. To this end they ought their household. their household. To this end they ought to waste no time in laying in a stock of provisions such as combine the greatest nutriment with keeping qualities. By this we do not mean buying vast hordes of some special commodity, but choosing those things which are necessities, in the greatest variety consistent with economy, and buying in proportion to their use. Flour comes first, but it must be remembered that flour does not keep well unless stored in a dry place and in an air-tight receptacle. We would advise air-tight receptacle. We would advise supplementing it with a good store of beans and lentils, whose nutritive value is great, and which will keep indefinitely. Cereals, especially rice (which can figure as sweet or vegetable at will), also must be remembered. Tea, coffee, cocoa, sugar, vinegar, salt, pepper and mustard must be on the list, and golden syrup is a pourishing substitute for be on the list, and golden syrup is a nourishing substitute for more expensive jams, etc. The list of vegetables is headed with potatoes, which will keep till sprouting-time if necessary, while green vegetables should be reinforced by onions and carrots, both of which keep well. Apples and canned and dried fruits must not be overlooked. Eggs are bound to go up to extravagant prices. are bound to go up to extravagant prices, and those who have not laid down a store and those who have not laid down a store in waterglass during the past season should do so now. Tinned meats of all kinds should play an important part in the store, and concentrated soup tablets of a good brand. Butter presents a serious difficulty, and where there are children golden syrup will form a palatable and wholesome substitute. Cheese will keep if hought whole but not otherwise. keep if bought whole, but not otherwise, and must be used when once cut, so that it is not really an economical investment. The list must, of course, be made with an eve to the tastes of the family. but, in making it, other household commodities should be kept in mind, such as soap, candles, matches and cleaning things generally. All these things must of necessity rise in price.



E stand committed to bear our share in world-wide war, the duration of which no man can yet foresee. The tide of victory will ebb and flow before our Allies and ourselves have triumphed over the common foe, but of the ultimate issue we have neither doubt nor fear. Not lightly have we ventured into this quarrel, but, being in, will so "bear ourselves that the opposed may beware of us." Times of stress and danger may come to us before the end is reached; but, as our young Prince of Wales reminds us in his noble appeal for contributions to the National Relief Fund, of which he is the founder, "At such a moment we all stand by one another." That we will do, nor can we make a better beginning than by sending in our own individual offerings to the fund.

Meantime. England is not in mourning: nor is there reason why those of us to whom the privilege of serving our country is for the time being denied should cease to carry on our outdoor sports and pastimes. Many reasons, good reasons, there are, indeed, why they should be continued. Racing, for instance, provides a livelihood for thousands of people, many of them wholly unable to obtain employment in other directions. As a matter of fact, racing has never yet been discontinued when England has been at war. We were warring in 1704, when the famous Darley Arabian started on his voyage to England. In the reign of George I. we had a war with Spain, but the Calendar tells us that racing went on much as usual. In 1739 we were again at loggerheads with Spain. Then we took a hand in settling the succession to the throne of Austria; but we carried on our racing, none the less. In 1745 we were at war abroad and at home, but there was racing in plenty-as all through the Seven Years' War, which began in 1756. The Seven Years' War over, England had her bitter quarrel with her American Colonies.

From 1793 to 1815, or, practically speaking, the whole of that period, we were at war with France, yet through it all the Calendar continued to record the results of the various racing fixtures held throughout the country. There was no cessation of racing while the Crimean campaign was in progress; none while, in quite recent days, we were settling our difference with a brave and skilful enemy—now a friend—in South Africa. It is evident that for a short time there must be a disorganisation of racing; but we may, I think, hope to see it resumed under fairly normal conditions before long.

How breeders with yearlings for sale will fare is another-I fear, a very serious-subject. The Calendar contains an intimation from the Messrs. Tattersall that they "will hold their annual sales of bloodstock at Doncaster during the Race Week as usual." We may therefore take it that unless the Week as usual." We may therefore take it that unless the unforeseen should happen, there will be sales of bloodstock at Doncaster. Breeders can hardly expect to realise the phenomenal prices of late years-that much is evident; but I do believe that for promising and well-bred yearlings there will be forthcoming prices which will, at all events, pay the cost of breeding and rearing, and leave some margin of profit in addition. think, too, that if such prices are offered, breeders, even of the best yearlings, will do well to accept them; for, although they might "possibly" get better prices later on, against any increase in price they have to set cost of keep, risk of illness or accident, and the possibility of finding themselves saddled with forfeits to pay. There is the further consideration that buyers would be chary of investing in two year olds. A few of the more wealthy breeders would, of course, solve the problem by sending such of their yearlings as might not realise adequate prices into training; but that would be a step the cost of which would be prohibitive to the majority of the breeders whose names we see from year to year in the catalogue of the Doncaster

Sales. A good many of the smaller breeders—men who do a great deal towards the maintenance and improvement of the British thoroughbred-may fare badly-badly, that is to say, from a profit making point of view, but not so badly, perhaps, as many of them seem to think, for apart from possibilities of lease or sale to home owners, there is something more than a chance-I cannot say it is a certainty -that buyers from America will be in the market, especially for well-bred fillies. There is also this: that the Messrs. Tattersall may safely be relied upon to do all in their power to help breeders to tide over an awkward crisis. For the moment the forage question does not seem to be so very serious, though it may eventually become worse. Quantities of forage will be needed by the military authorities, that is true; but pretty much the same quantity would be wanted had the horses scooped" up for military purposes remained at home. It is when the large number of remounts, in search of which foreign horse-breeding countries are once again being ransacked, begin to be supplied with food, either at home or abroad, that the pinch will be felt, and against that contingency prudent studmasters will provide themselves as best they may. to the worst-as regards forage-is it so very certain that, given time to improve, purely grass-fed yearlings would in the long run be so much inferior to a lot of the "coined up" youngsters with which we are accustomed to deal? They would take more time to mature, but might be none the worse for that, after all.

By way of distraction for our idle moments, we may, perhaps, amuse ourselves by trying to anticipate the work of the handicappers responsible for the allotment of weight to the horses entered for one or another of the Autumn Handicaps. Mr. T. F. Dawkins has to deal with an entry of ninetyfive for the Cesarewitch, and with one of eighty for the Cambridgeshire-satisfactory entries both of them, the more so that they seem to indicate a confident belief that racing will be carried on, even under difficulties. Within the last ten years only two three year olds-Submit in 1909 and Warlingham in 1912-have won the Cesarewitch, but nine and twenty of that age are now entered, among these Princess Dorrie. I note, too, Collodion, a stayer beyond dispute. Warlingham. now a five year old, has been given a chance-weight permitting -of repeating his success of the year before last; so, too, has last year's winner, Fiz Yama. Willbrook and Son-in-law are certainly useful three year olds. The all-conquering Manton stable submits three horses-Florentino, The Curragh and October-to Mr. Dawkins' kindly treatment; three there are, too, from Wootton's stable-Shogun. Thistleton and Green Falcon-and five from the Stanley House establishment, these being Mariano, Ventura, Stoke d'Abernon, Nimule and At

An entry for which we look in vain is that of Peter the Hermit, but the stable is represented by Full Stop. In the Cambridgeshire the strength of the entry from Morton's stable is noticeable, comprising as it does Blue Stone, Sun Yat, Black Jester, Happy Warrior and Princess Dorrie. Mr. B. J. Farquharson nominates the Wokingham winner, Mount William, whose subsequent running was, by the way, hardly suggestive of Cambridgeshire form. Lie-a-bed, winner of the Royal Hunt Cup, is entered; so, too, is Indian Mail, whose absence would, no doubt, be much appreciated by owners of other horses, for unless Mr. J. Tatem's colt has been taught manners quite recently, he is sure to be a source of trouble at the " gate." Two very interesting entries are these for the Cesarewitch and Cambridgeshire-likely to be more interesting when Mr. Dawkins has done his work, for he has set us some rare puzzles already this season, thanks to the care with which his handicaps have been framed. TRENTON.

HOW TO INCREASE THE FOOD SUPPLY.

UR supply of vegetables for the time being is all that could be desired, but the question which calls for immediate attention is the sowing and planting of vegetables for use in the coming autumn and winter. The advice given by the Rev. W. Willes and Professor Keeble of the Royal Horticultural Society and excellent. Every square foot of available land at is timely and excellent. Every square foot of available land at Wisley is being cropped, and seed has been distributed to cottagers and allotment holders in the neighbourhood. The society's example is being followed in the neighbouring towns and villages—Guildford, Byfleet, Hatchford, Ockham and Ripley, and villages—Guildford, Byfieet, Hatchford, Ockham and Ripley, to mention only a few. In many places vacant land is being taken over by committees who lend valuable aid in the distribution of seed and in loaning tools. This work is of the greatest national importance, and no time should be lost, as the season is not far distant when vegetative growth will cease for the year. There are certain crops which, if sown now, may be ready for use

Turnips and Swedes, especially such Turnips as will keep; for example, Red Globe and Golden Ball. They may be sown at once, in both heavy and light soils, and in the latter should be ready by the middle of October. If allowed to stand for the winter they make a most useful vegetable in the form of turnip toes.

Carrots.—The varieties most recommended are Short-horn and Intermediate. It is not to be expected that they will make a large size, but they may be allowed to remain in the soil and drawn at any time in the winter, while in favourable soils and situations early roots may be drawn by the end of September or early in October.

Beetroot.—If sown at once, and given a favourable autumn, a yield of fair-sized bulbs may be expected in about ten weeks. Only the Egyptian or turnip-rooted variety should

ten weeks. Only the Egyptian or turnip-rooted variety should be sown.

Onions.—In view of the fact that large quantities of onions are annually imported from the Continent and Egypt, it is not unlikely that our supplies will be short, and already the market prices are high. All onions are hardy, and it is a common practice to sow about mid-August, so that the plants are forward enough before winter to be useful. Tripoli onions are specially recommended for sowing at the present season, and the bulbs may either be drawn in winter or allowed to stand until the spring. Onions require a rich and deeply worked soil. Light soil should be trodden over to consolidate it before the drills are drawn. Good onions are rarely, if ever, produced in a loose ground. At the same time hoeing between the rows when the crop is growing is very necessary. At this season the bulk of the spring sown crop will be ready for lifting. Every care should be taken in harvesting, remembering that bruised bulbs will not keep so long as those handled with care. Spread out the bulbs on a dry border or gravel path until they ripen off thoroughly, turning them over daily. In the event of wet weather they may be dried under cover. Onions keep best in a cool, dry, airy shed, or they may be hung in bunches on an open sunny wall so long as they are sheltered from rain by the eaves of a building.

Leeks.—It is not too late to plant out leeks, and these eaves of a building.

Leeks.—It is not too late to plant out leeks, and the might be lifted at any time in winter.

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Cabbage and other Winter Greens.—These provide the most important of all the winter crops. The main batch of spring cabbage should be planted without delay and surplus plants distributed. It is an excellent crop to follow onions. Ellam's Early, Flower of Spring and Enfield Market are three good varieties for planting now. Enfield Market, being the largest of the three, should be planted in rows 2ft. apart; about 18in. or less would suffice for the other two varieties. Plant closer than usual to economise space; when cutting in the spring, every alternate plant may be removed, giving room for others to develop. After planting, it is a good plan to cover the surface with finely sifted coal ashes as a preventive measure against slugs. Sprouting broccoli, savoys, kales—especially the Russian kale—and coleworts should all be planted now to yield valuable crops all through the winter and spring. Any open piece of ground will suffice, even between permanent crops of small fruits, provided it is deeply dug and not exhausted by previous crops. Poor soils would be greatly improved by the application of moderate dressings of well rotted manure. In all cases the plants may be placed closer than they would be early in the year.

Winter Spinach.—On light soils and in country districts.

plants may be placed closer than they would be early in the year.

Winter Spinach.—On light soils and in country districts, away from the evil effects of town fogs, this acceptable vegetable may be sown until the end of September. When small, the plants may be drawn to make room for others to develop. It is a mistake to remove the leaves before the plants have attained a fair size. Keep the soil well stirred between the rows; give an occasional dusting with soot to clear the ground of slugs and, at the same time, assist the plants in making growth.

Seed Saving.— Large quantities of vegetable seed are annually imported from the Continent, particularly from the neighbourhood of Erfurt and Stuttgart. As these supplies will in

all probability cease, it behoves every cultivator to save as much seed as he reasonably can. A further reason why we should pay special attention to sowing and planting at this season is that we are unable to rely upon the early supplies of vegetables from

we are unable to rely upon the early supplies of vegetables from France and Holland.

Bottling and Storing Fruit.—Another admirable way in which our food supply may be increased is to bottle all plum, damson and bush fruits, including blackberries. Rhubarb, marrows and tomatoes may all be bottled or preserved, but we hesitate to recommend jam-making owing to the high price of sugar. Apples should be stored in cool and well-ventilated places. The fruits must not be stored in too dry a place nor gathered until mature i.e. when the pips are turning ventilated places. The fruits must not be stored in too dry a place, nor gathered until mature, i.e., when the pips are turning brown, otherwise they will shrivel.

HUNTING NOTES.

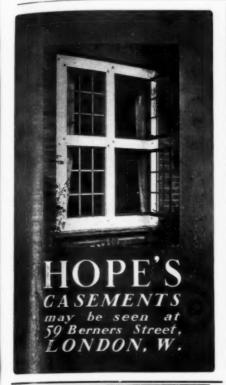
HUNTING MEN, THE HORSES AND THE WAR.

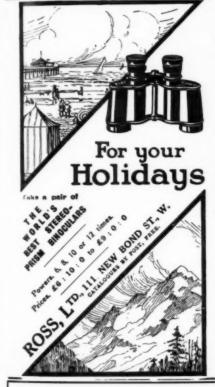
HE Devon and Somerset have given up their season, and no doubt other Hunts will follow suit. For the first time for many years there will be no meet at Cloutsham Hall. Minehead, Porlock and Dulverton are full of holiday-makers and the stables are full are full of holiday-makers and the stables are full of horses, or were a day or two ago. There is no finer regiment than the North Devon Yeomanry. Most of the members have learned their horsemanship in the hunting field. In the West most of the farmers and their sons ride to staghounds. Not all the money stag-hunting brings would have kept the sport alive were it not that every man who has a horse or pony is a stag-hunter, or, failing that, a follower of the harriers. Fox-hunting in Devon and Somerset is but a secondary sport; the stag and the hare are the most esteemed beasts of chase. Here in the West, if anywhere, hunting is not only a national sport, but also a national asset. We have hardly yet realised what a splendid reserve of horses are to be found in the hunting stables of England. Germany has known all about it for years, and has bought all the horses has known all about it for years, and has bought all the horses of hunter type that came into the market. In this the Germans of hunter type that came into the market. In this the Germans have done us no harm. They have supported the market without depleting our stock. But the great value of the Hunt horses to the country at this time is the fact that they are for the most part horses in condition, with two, three or four seasons of good food and hard work in them. For a European war there could be nothing better than a seven or eight year old horse fresh from the hunting stable. We all know what the great Duke of Wellington thought of English hunters and their value in war, and how he was wont to select officers for special value in war, and how he was wont to select officers for special service who were well mounted. There will be cavalry work to do and some hand-to-hand fighting on horseback in this war. What could be better than a polo player mounted on a hunter of size, weight and endurance? Indeed, I hope to see all the bigger horses taken for the Expeditionary Force, and the ponies from 14h. to 15h. used to mount the light cavalry and Yeomanry. We have a number of ponies smaller than the polo ponies which might well be used to take men into the firing line. Some of us have not forgotten the New Forest Scouts started by the late Lord Arthur Cecil, and what a keen, useful, practical body they were. They are now absorbed into the Imperial Yeomanry. The officers of the Hants Carbineers know what good material these men, trained on Forest ponies, made. Some of the men so trained are at the present moment acting as patrols somewhere on the coast. value in war, and how he was wont to select officers for special present moment acting as patrols somewhere on the coast.

THE LAST STAG OF THE SEASON.

The Devon and Somerset killed a gallant stag on Bank Holiday, after the meet at Venniford Cross. The chase which followed the holiday fixture did not come till four in the afterfollowed the holiday fixture did not come till four in the afternoon. The stag was harboured in Long Wood, but he was hard to find; he lay as close as a hunted hare. It was three o'clock before Tucker, working hard on foot in the close Withycombe coverts, forced him up. Fortunately there was a serving scent, or the stag would have been lost. Like many a red deer that has given a long chase in the past, he tried all the thickets (and they are many and dense) of Slowley Wood, but the hounds could always keep him moving. Down to the stream that runs along-side the road below the wood he went, and then up and up the choking ascent to Treborough. Here we had a moment's welcome breathing space, while the whipper-in got the pack together. Then Tucker bent forward in his saddle, touched his horn and the Hunt was up; but this stag, although he had lingered until Then Tucker bent forward in his saddle, touched his horn and the Hunt was up; but this stag, although he had lingered until flight was inevitable, lost no time now, and he was a long way ahead by this time. This advantage and the improved scent was only just enough to keep the chase alive, and the country was difficult and heavily wooded, for the stag wheeled round on Treborough Common and took an unusual course by Leigh and Colton to Combe Sydenham as far as Elworthy Cross, but the lateness of the hour was the stag's undoing. The air grew cooler, the scent grew stronger, and the distance of the pack and their quarry decreased. In the evening the music of the pack took on a harsher note, and at 7.30 the third and, for the present the last, stag of the season was taken. He had all his rights and two a-top.

X. rights and two a-top.





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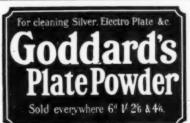
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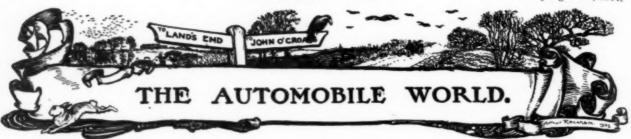


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THE WAR AND MOTORING.

HE motor-car trade, like any other industry that caters for the luxuries rather than the necessaries of life, will obviously be adversely affected by the war. Whatever may be the outcome of the present situation, there must be a very large number of persons who feel sufficient uncertainty as to the future to make them hesitate to place an order for an article which involves so large an outlay as a motor-car. It follows, therefore, that the manufacturers are necessarily faced with the certain prospect of a period of stagnation of business, though for the moment there may be a temporary stimulus to trade as a result of the large orders for private cars which have been placed by the Government. On the other hand, the commercial vehicle trade is "booming," not merely as a result of Government requirements but also in filling the large gaps caused in the ranks of the machines owned by private firms as a result of the wholesale commandeering of vehicles by Government departments. Happy, therefore, is the position of those firms which manufacture both types and are able to rearrange their staffs and factories to meet the present abnormal conditions.

The appeals which have been issued by the motoring organi-

The appeals which have been issued by the motoring organisations, notably the Royal Automobile Club, to their members to place their cars at the disposal of the Government have met with a ready response, but up to the time of writing there has been no definite statement that the services of any considerable number of vehicles are actually required. It is some years since a carefully thought out scheme of registration of cars for military purposes was submitted to the military authorities by the R.A.C., but the plan was not put into operation, probably for the reason that the heads of the War Office have never been convinced of the utility of cars for the transport of large bodies of troops, considering, no doubt, that the railways are better suited for the purpose. Whether or not this view is a correct one it is not for us to express an opinion, but at the beginning of the week there were signs that the authorities were showing a disposition to accept definitely some of the many offers of assistance which had been made to them, though for

what precise purpose no information was forthcoming. One difficulty hardly appreciated by the ordinary private motorist who with every patriotic intention rushes to place his car at the disposal of the nation, is that everyone who takes part in military operations in time of war must have a definite status as a belligerent, otherwise he stands an excellent chance of being shot off-hand if he falls into the hands of the enemy. Every driver must therefore be enlisted in some regularly constituted force and wear its appropriate uniform. It is only on these conditions that cars are likely to be accepted for military use at the present time, and owners would do well to bear the fact in mind.

In spite of strenuous denials by the leading importers, there can be no question of the existence of a serious petrol famine in many parts of the country. We have heard of cases where as much as 15s. has been demanded for a can of motor spirit, and there are hundreds of small towns and villages where petrol has been unobtainable at any price. This state of affairs is due, we believe, not to any shortage of supplies at the principal distributing depôts, but to causes which are temporary and accidental. During the week or two preceding the outbreak of war, retailers all over the country were expecting a reduction in price, and had allowed their stocks to fall to the lowest possible level. When the sudden crisis arose, motorists with one accord attempted to lay in supplies, with the result that the already attenuated stocks were immediately depleted. On the top of all came the wholesale commandeering of lorries by the authorities and the congestion of the railways resulting on mobilisation, which rendered it almost impossible to replenish stocks at short notice. The situation will doubtless be relieved in time, but for some weeks to come there is bound to be a shortage in many districts, and motorists will be compelled to live from hand to mouth, so far as fuel for their cars is concerned. There has also been a shortage of cans, and owners will be well advised in their own interests and the interests of the community at large to see to it that their empty tins are returned to the dealers as soon as possible.



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DEER IN 1914.

TH bewildering suddenness this nation finds herself forced into a great and terrible war. the end of which no man can see, and there will be few this season in a position to stalk their forests; their rifles will be used with a sterner and more grim end in view. Before the die was cast and we took the only step consistent with our honour as a nation, everything pointed to a season of exceptional promise being experienced in the Scottish forests. Not for many seasons has such an open winter been known throughout the Highlands. In the majority of forests not a single protracted snowstorm visited the glens, and only on the highest grounds was the land in the grip of winter for more than a few days. It will be remembered that stags were unusually late in coming into condition last year. As a result of this the rutting season was about the latest on record, and on October 10th, when stalking ceases in the majority of forests, very few indeed of the stags were at all "run," and in some cases the big beasts had not left the sanctuary to search for the hinds. Through the rutting season the weather was unusually mild, with a good deal of heavy rain, and during November the temperature was high. January saw most of the snow that fell during the winter, but even then mild spells alternated with the storms. The past April was one of the finest ever known in the Highlands, and a great deal of heather burning was got through. The succession

During this period there were and abundance of sunshine. copious thunder rains throughout Scotland, and the effect of these favourable conditions were seen in a magnificent crop of hill grass. Indeed, I never remember having seen the hills so green as they were during the last week in June. a continuance of the good weather, except that the closing week of the month was somewhat cold and stormy. Stags are now very well forward, and an experienced sportsman in an Invernessshire forest puts their condition as three weeks ahead of the average. Even as I write-August 8th-some of the stars have already rid themselves of the velvet, and their condition is good, out of the common. In every forest the condition of the deer is superior to last year, but on some of the highest bears the grass, owing to the cold spells of May, was relatively lare in making a start, and has scarcely done so well as was expected. The hills soon lost their snowfields this year, and they in most cases had disappeared before the hot weather of June. stags, deprived of their usual refuge under these conditions congregated in bunches on every exposed ridge or hilltop order to have full benefit of the cooling breeze, and remained motionless in such positions for hours on end. inconvenience suffered by deer from the attentions of the "cleg" fly (Hæmatopotus pluvialis) is well known. majority of the hinds dropped their calves by the third week in June, but there are certain old beasts still "in calf." It is desirable, whenever possible, to kill off these aged hinds, for



C. Reid.

ALARMED.

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of warm sunny days brought away the hill grass excellently, and although a couple of cold spells in May checked it somewhat, the glens and lower lying corries were green before the close of the month. The snowfall which visited the Grampians on May 8th and 9th was the most severe—for that season of year—since 1906. A whole gale from the north-east blew during the latter hours of the storm, and great quantities of snow were blown over into the sheltered south-facing hollows of the hills. To the stags this resulted in little inconvenience, for they were able to shelter in the pine woods till the passing of the storm; but many of the higher nesting grouse were forced to abandon their nests and eggs. Some remarkably fine weather was experienced towards the middle of June, with high temperatures

two reasons. In the first instance, their progeny are not so vigorous as those of younger animals, and also they are often born late in the season. Even as late as October some of these old hinds drop their calves. A stalker recently told me how he had seen, in a peat hag, the marks of a fox evidently in pursuit of a young deer calf. That Reynard does carry off such calves whenever possible is borne out by the fact that in a den were found recently no fewer than six heads of these unfortunate victims. The fox is usually spared in a deer forest on account of his supposed harmlessness, but from the above incident it would seem that he should be regarded with no more friendly feelings here than where grouse preserving is the main object in view.

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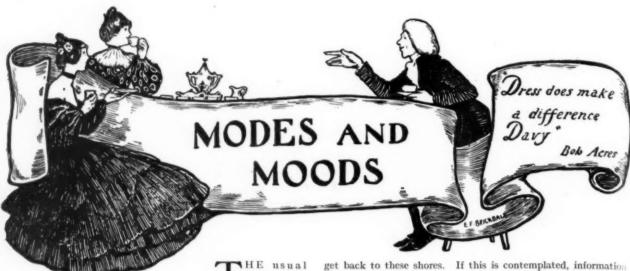
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dissertation

was thought out just prior to the proclamation of the war, when I, in common with others, was looking forward to the customary August exodus. But it had to be recast. I was among those who went through the experience of a Channel crossing on the evening of August 3rd, and it is an experience that will be a lasting memory. Only the few had then grasped the real seriousness of the situation; but the suddenness of it all, the drop in the short space of a few hours from irresponsible ease and holidaying to the grim task of returning to England, naturally caused something of a panic. However, the days of panic are past, and the wise are conforming to the urgent request of those in authority to live as normal a life as possible under the circumstances. Although dress, even with the greatest devotees, is not likely to be the first burning subject of conversation, still we are children of Eve and will continue, come what may, to take an interest in what we wear. No one will dress o n what may, to take an interest in what we wear. No one will complain if the womanhood of Britain flies, as it always does, to the succour of those in distress: "When pain and anguish wring

the succour of those in distress: "When pain and anguish wring the brow, A ministering angel thou!"

Meanwhile there remains for the many who are perforce left in temporary idleness, the majority of whom are naturally women, to set to work as speedily as may be arranging and making comforts and garments for the brave men fighting for the honour and glory of their country. Even in the short time that has elapsed since the realities of war were borne in upon us, ample evidence has been given of the extraordinary ignorance that prevails as to the practical requirements for hospitals and ample evidence has been given of the extraordinary ignorance that prevails as to the practical requirements for hospitals and ambulances, to say nothing of every-day comforts. Although the Red Cross Society, whose headquarters are at Devonshire House, W., lost no time in arranging depôts, there may possibly be some living in far away places where even these sources of information are not available, and who are yet keen to get to work at once. A few slight general hints therefore may, perchance, prove helpful. It is extraordinary how with many the first idea is to make pyjama suits. I know of one small band of zealous women who were hard at work in the space of a few hours on this conventional bed garb, which more likely than not will be laid aside for months. The first hospital than not will be laid aside for months. The first hospital demand is for night-shirts, and the pattern authorised by all the leading medical sources is cut with a sleeve all in one, en Magyar, as we should say in dress parlance, the only seams occurring either side. For this a wide width material is naturally required, as it is essential there should be no seam up the back, while the front is slit up the centre and closed for two-thirds of the way down with five buttons and button-holes. There is no collar, merely a collar band, while the sleeves are just drawn in with a cuff sufficiently wide to slip easily over holes. There is no collar, merely a collar band, while the sleeves are just drawn in with a cuff sufficiently wide to slip easily over the hand. And the materials to which preference is given are unbleached calico and Bolton sheeting, the latter running a particularly wide width. The advantages of this Magyar shirt over the two-piece pyjama suit will, I am sure, be obvious. Whether wounded in arms, legs or body, the patient can be laid on the shirt, which can then be buttoned over as condition laid on the shirt, which can then be buttoned over as condition permits. Pyjamas, on the very face of things, are unpractical until convalescence sets in, and not always then. Another suggestion that came to me from one who had been personally to the fore in the South African War was the service of strong knitted wool socks. Sturdy grey Charity wool, which comes out at about 1s. 6d. the pound or thereabouts, is the best to use. When boots give out, as they surely will, these socks prove the greatest comfort, and save many chills and ills. Nothing like sufficient reached the front in South Africa. Yet another quickly knitted commodity much appreciated by surgeons and nurses are narrow bandages for eye wounds. Nightingales are always assured of a welcome in war hospitals, and, of course, linen and cotton bandages of every conceivable width and length linen and cotton bandages of every conceivable width and length
—bandages left with raw edges. Another thought that must have
come into the minds of many who own houses is the opportunity
they have for taking in a certain number of wounded should they

get back to these shores. If this is contemplated, information

get back to these shores. If this is contemplated, information should be given at once to the Red Cross Society, who will tabulate name and address and schedule it for reference.

A new suede cloth has been selected to express the coatee pictured; this model is the very epitome of simplicity, the free sacque little back resolving into a point, weighted with a handsome silk tassel, while the fronts take on a waistcoat movement, the ends crossed, each weighted with a tassel. Anyone with a remnant on their hands will probably be glad of this suggestion; it would serve for taffetas or velvet, as well as cloth, and would make an eminently dressy little habiliment in flowered taffetas.

L. M. M. L. M. M.



SUGGESTED FOR A CLOTH REMNANT.

PLAYERS THE SEASON. **POLO** \mathbf{OF}

have had very little autumn polo. Rugby has put off its tournament, and, after the manner of polo players, most of those who would have taken part in it are in the service of their country. But we may look back with pleasure and advantage on the players we have seen, glad for a moment to rest

ourselves from the strain of trying to pierce the fog which the wisdom of our leaders has for the time thrown over the field

of operations of the war.

men in the team.

Of the individual players of the season, Mr. Buckmaster stands out as the first of civilian players. In two points he is unsurpassed-his wrist play and his horsemanship. It is always instructive to watch the way in which he gets pace and distance the ball with apparently no more than the slightest possible Mr. Buckmaster's style is noteworthy for its effortless This result is obtained by the regulation of the pace of the swing of his arm and by a certain dexterous turn of the w. st. In another important point the Old Cantabs captain is in the front rank-the way he scores. I have seen him when at the top of his form score goals almost every time he has a A careful observation of his play will show us that it is his approach which is so judiciously managed that the shots are often comparatively easy. Mr. Buckmaster is notably e ver at the half shots or short strokes, which enable a player so to approach the posts that he has the best chance possible o success. Another point in his play is that his near-side stokes are so fine and true. He is as certain on the near-side as on the off-side-by no means a common faculty even in first-class players.

Next to Mr. Buckmaster stands Captain Cheape. This player is especially attractive to watch, because he improves as time goes on. He was, as we can all remember, at one time carried away by his own joy in pace. He often lost control of the ball as he approached the goal, and sometimes failed to win the goal he had earned by fine play; but this is now less notable than it was, and his average of successful strokes at goal has perceptibly increased. At one time he was perhaps more often the cause of others scoring than himself the successful scorer. This improved control brings into relief one of Captain Leslie Cheape's great qualities as a polo player-his versatility. In this respect he is the greatest player we have. Some players are really only at their best in one position in a team, but Captain Cheape is generally the best player in a team, no matter what position he holds. His handicap is 10, and he is always worth it to any captain, since he, more than any other player, is less put off his own game by indifferent performances on the part of other

The next player that occurs to us is Lord Wodehouse. COUNTRY LIFE has always foretold his advance to the front rank of polo players. He has been a long time coming quite to his own at polo. Probably, like many other men of polo possibilities, he has a temperament. For a long time he did not play in his true form outside the Old Cantabs. At the time of the last international games in England, the authorities somewhat underrated him. He has not always been mounted up to his worth, and he is a rare example of a player who, not always well mounted, has, nevertheless, steadily come on. We have seen so many players of promise who have failed to fulfil it because they could not mount themselves properly. Lord Wodehouse is essentially a back player. His defence is full of resource; he is quick to seize a chance, very faithful in the way he serves the ball up to his forwards, and not afraid to take risks when the game demands it. He is not easy to ride off nor upset when he is ridden off, a defect which spoils many a good back. It used to be said of a fine player in his day that if you could find his temper you could hope to win the match.

Among backs or half-backs we have Mr. Nicholas of the 14th Lancers and Captain Edwards of the 9th Lancers. Both these players have the rare gift of so placing the ball for the man front that he can hit it. If the ball is placed so that it stops it reaches the forwards they may easily miss it. The placed all should be travelling as it passes them, so that, if possible, ne striker should have his pony in motion as he aims at the ball.

Then comes a group of the best forward players we have en for a long time-Captain Tomkinson, a striker of distincon at fast paces, and a most judicious rider of "his man" aptain Badger, who is ever on the ball, and makes full use of first-rate No. 1, Mr. Leatham (they work together like clockork); or the brothers Grenfell. In the old days when we began

polo, No. 2 used sometimes to play as if there was no one else in the game; now each player in attack recognises that he is a link in a chain, of which back is one end and the goal the other. The player behind and the player in front have to be considered, but it will be found that No. 2 has, perhaps, a larger number of chances at the ball than anyone else in the game.

No one has played more first-class polo this season than Mr. Phipps Hornby of the 9th Lancers, and in almost every game he has played he has improved. He has played for the Cavalry Club and for the 9th Lancers, both in the regimental and the subalterns teams. He is a standing instance of the truth that tournament play is the best practice, and that a young player is all the better for plenty of play and practice. no believer in the idea that players become stale, although their ponies may do so. Other things equal, the player who has most polo with many different teams is likely in the long run to be the best player. While it is better for the beginner to play with men stronger than himself, it is well for the more advanced man to gain some experience of play with his inferiors in skill.

There is another player-Captain Lockett. He is an example of a man who has gained by international polo. He learned the game in the Royal Artillery, and there he acquired steadiness and caution as a back. The nature of artillery service makes it unlikely that the regiment will ever have all their best players at the same station. A back who is not very sure of his forwards must play a defensive game, and at first Captain Lockett, though always a sure hitter, was hardly enterprising enough for international polo; but play in America gave him quickness without making him wild. He never believed in diagonal passes, but strove to keep the game as far as possible straight up and down the ground. He learned to meet the ball, to come up into the game, to attack rather than defend, so that to-day he is very nearly, if not quite Mr. Milburn's equal as back, with more resources as a player. The polo tradition in the 17th Lancers is very strong, for a friend from India told me the other day that the regiment has in Mr. Dennis Boles (the nephew of Colonel Boles, M.F.H. and M.P.) a back whom he did not hesitate to compare to Mr. Milburn in his defence power of meeting the ball.

One more first-class player of the season I must notice here; that is Mr. Traill. He is a fine strong hitter, a powerful horseman best, however, on ponies he knows-who puts the pace of the pony into the ball. He will, when he has his health, be one of the best of our first-class players.

SHORT NOTES ON NOVELS.

Sylvia Saxon, by Ellen Melicent Cobden. (T. Fisher Unwin, 6s.) A strong and vigorous novel, set in Lancashire, in which the aristocracy of wealth plays a principal part. The book has considerable bearing on the effect of circumstance and education upon character in the person of its heroine, Sylvia Saxon, whose inevitable egoism receives its full share of rude checks before the moment of awakening arrives, and a promise of a way of escape offers itself. A well constructed and forcible novel.

Kerno: A Stone, by Tarella Quin (Mrs. Daskein). (William Heinemann, 6s.) Mrs. Daskein is an enthusiastic admirer of her heroine, and it is not impossible, having come to the end of her story, to endorse her good taste. At the same time, the husband who "purred" and had "bad" eyes was a serious handicap at the novel's start. However, once he was left behind, matters improved considerably, since the author, though not untouched by sentimental weaknesses, writes sympathetically,

Somebody's Luggage, by F. J. Raudall. (The Bodley Head, 6s.)

There is no doubt that a tale that hangs on the plot of a false impersonation has its peculiar attraction, more especially when, as in the case of Somebody's Luggage, a lively sense of humour imburs the affair from first to last. That Mr. Randall has heartily enjoyed writing these adventures of Mr. Alfred Hopper appears probable; and for that reason it seems as probable that most of his readers will as heartily enjoy reading them

Dr. Ivor's Wife, by Mary Kernahan (Mrs. Charles Harris). A simple story reminiscent of the Mid-Victorian ideal, but pleasant and readable and touched with a shrewd-if circumscribed-tolerance, The hero is something of a boor, and the heroine commendably longsuffering; yet the book has the virtue of a benevolent kindliness that should make its own appeal,

There was a Door, by the author of "Anne Carstairs." (Chapman and Hall.) In Neville Ferguson the author has succeeded in drawing quite a good portrait of artistic talent, self-centred and self-engrossed. to a certain extent, Ferguson is the least of the principal characters in a novel which promises more than it fulfils; and it is for this reason that, though we are impressed into liking for Angela, it is impossible not to feel that the book fails in the essential of a sense of the actuality of drama and personality.

FROM THE FARMER'S STANDPOINT.

SURPLUS FEATHERS AND PILLOWS.

HAVE been greatly interested in noting the stimulus that has been given to the Red Cross movement by the outbreak of hostilities; but at the same time it is rather sad to note some of the mistaken efforts that have been made in many villages that have been poorly organised. Thus, one of these committees hastily appointed actually purchased a considerable length of new calico with which to make bandages. I was curious enough to enquire, and I found that not one of the committee had attended either a nursing or an ambulance class. On much the same lines is the appeal for shirts. If every woman who can ply a needle makes a shirt, there will not be a sufficiency of soldiers to wear them. How few will cut these shirts strictly according to pattern; and as to the stitching-well, even a soldier might be allowed to groan in a badly fitting shirt, particularly if the sleeves came up a bit tight beneath the arms. many a little dressmaker will find her living gone. Why not buy the material and pay the little dressmaker to make those shirts? It has further struck me that even the farmers' wives and daughters can help. Weary lies many a head while the body



FOR THE SOLDIER'S PILLOW.

is racked with pain. In nearly every farmhouse in the kingdom, hung up in the attic, is a paper bag filled with goose and ducks' feathers which have been sterilised by being put in the oven. Now, if these feathers were put into pillows, how welcome they would be to the sick and wounded soldiers when they come back from the front; and if too many pillows are made for them, how welcome would be one of these pillows where such comfort is at present unknown! It does not cost very much to obtain some good tick, the stitching in a pillow is not as much as in a shirt; but the inside must be well rubbed with best yellow soap, or the feathers may work their way through. Anyway, such feathers would be much better in use than stored away in farmhouse garrets.

EGGS WILL BE WANTED.

There is not the slightest possibility but that eggs will be required and that they will be exceptionally dear during the next few months. The domestic affairs of some of the nations that supply us with eggs will be so upset that the hens will be neglected, and in return these will neglect to lay eggs too. In England much can be done to obtain eggs. First, the hens

must be got over the moult as speedily as possible, and the forward pullets well fed and thus hurried on. It should not be forgotten that there is nothing better for autumn egg production than exercise and English tail wheat; later, towards winter, the more fattening maize may be given. There is one source of winter egg supply that may be overlooked, that is, Indian runner ducks, These are most profuse layers, and if they are given nice, warm night quarters they are not long in setting about the business. They should be got in each evening at dusk, and allowed out about 9 a.m. They are the best foragers in the bird world. and therefore need practically unlimited range. The egg of an Indian runner duck is not coarse and strong flavoured like those laid by Aylesbury or Rouen ducks, and these heavy breeds do not lay so early or so long as the India runner. A score of Indian runner ducks will keep the norm d requirements of a big household going in the egg line. Dral s are not needed, unless with the breeding pen, and if they are kept away, the eggs will remain fresh much longer. obtain a few pure-bred Indian runner ducks now will have am e cause to congratulate themselves on their investment before next May.

FARMERS AND WAR.

At the present the farmers loom big in the estimation of the authorities that have not only the fighting, but also the feed g of the nation under their care. The harvest is coming in very slowly indeed, mainly because of the weather. In Somers shire, for instance, there is a goodly amount of the hay harve tyet to be cut and carried. Not that the farmers have been slack or neglectful in their work, but the rain in reality has come eye other day. As a result, crops are now luxuriant-big bum; r crops of grass for hay, any amount of aftermath for the catt hence these are putting on flesh rapidly, cows are milking particularly well, and cheese-making farmers are filling up their chee e Butter-making on the farms has become quite a decadent industry, so the milk is now either made into cheese or sold for consumption in the towns, and this is rather hard on the pig. The arable farmers find that they have a bumper crop of wheat, but the weather is against their getting it into threshing condition by allowing it to remain in open stacks, There is considerable wastage from birds, much of which could be obviated by putting the wheat into wind-ricks, through which the air will draw and speedily bring it into condition. Barley also that is cut and cannot be carried can be readily put into pooks. The beans, when once cut and set up, will stand a lot of weather before they spoil. The net result so far is that the English farmer has not his harvest available as yet; but when it does come into the market it must have a direct bearing in supplying the people with plenty of food at a moderate price. Unhappily, the farmer has not been done by as he is doing towards others, and no one found such a set-up of values against him as did the farmer. Barley meal was forced up as high as 25s. per 200lb., and maize was 50s. per quarter, while millers' offals were quoted at £11 and over per ton, or considerably more than the value of wheat. Such cornering at once brought about a panicky condition, and caused an immense slaughter of food-eaters. Hens were sold at 1s. 6d. each and chickens for what they would fetch, while with regard to ducks each country house has been fairly redolent with the odour of roast ducks. There has been a veritable massacre of these innocents, and the markets of the future, right up to Christmas, have thus been deprived of a very appreciable supply of delicate What occurred with small holder and big holder alike as regards poultry was repeated with larger stuff. calves were consigned to the butcher for veal that well might have been reared, and more so with the pigs. Farmers who had a few half-fatted ones and meal on order and not delivered found it advisable to effect a clearance by cutting the pigs' throats, and, what was worse still, they began making a raid on the sows. August generally finds the sows of the kingdom practically barren and in very fair condition. The slaughter of 11,000 sows now means an absence of 100,000 young pigs in January and February next. There is nothing that will make meat so rapidly as the pig, and nearly everything about a pig, with the exception of its squeal and its lair, can be eaten. The slaughter of these sows is nothing less than a national crime. Happily, some West of England far ners held their hands. They saw that something was wrong hen they were receiving only 61d. per pound for their bacon pigs

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and the London price was fixed at 1s. 6d. per pound for English and 1s. 4d. for imported. The inevitable must happen; either one must go up or the other come down. Furthermore, they called meetings and passed resolutions pointing out the irremediable damage being done to the livestock industry by the cornering of feeding-stuffs, and these were sent to Lord Lucas and Mr. Runciman. The farmers had hardly been at this for a couple of days when the prices of feeding-stuffs began to slacken and supplies were not withheld. Still, there has been a great waste of life in rural England which should not have taken place. Now, another move has been introduced by the bacon-curers. Hitherto these have all been advertising each week for bacon pigs and quoting terms and prices for the different weights. Now they are advertising for pigs and not quoting prices. This,

naturally, creates a suspicious feeling among farmers that there is something behind the scenes and that they are being had. Such a suspicion should not be allowed to exist. Old hay, particularly good old clover hay, will be wanted by the military, but seemingly we are not in for war prices. The horses are gone, and they have simply taken their feed with them. There are not so many horses to be fed in the towns as there were in pre-motor days. On the whole the farmers of England can help to feed the population on normal values for several months to come if their own supplies are not tampered with. In the cheese Valley of Somerset the farmers are still selling their milk wholesale at 5½d. per imperial gallon, and the contracts are 6d. per gallon for September. What better food is there for the children than milk?

SUGGESTIONS FOR TURNING A PRIVATE HOUSE INTO A TEMPORARY HOSPITAL.

HIS article is not for those who are intending to receive officers, who in most cases would have separate bedrooms given to them, and be treated just as sick members of the family. Nor is it meant for those to whom expense is no object, and who can go to a first-class hospital furnisher or surgical supply stores and order everything required. But there are many all over the country who are willing to offer all available space in their own house for the accommodation of sick and wounded soldiers; and a few hints from a late surgical sister of St. Thomas's Hospital, London, may prove useful. Unless the whole house is to be turned into a hospital, the room or rooms chosen as wards should be on the ground floor, as near the entrance as possible-library, billiard-room or music-room, for instance. This saves carrying the patients over the family quarters, and meals, etc., upstairs. It is essential that lavatory accommodation and hot and cold water should be in close proximity. All carpets and curtains must be removed from the rooms used as wards. If the floors are parquet or polished, they will make excellent ward floors; but if they are plain boards they should be stained and polished, or completely covered with linoleum. The ordinary furniture from the rooms had better be stored, as the fewer things there are in a ward the better. If there are fancy blinds, they should be removed with the curtains, and plain dark green blinds put up, either on rollers or drawn straight across the window on light iron rods-no fullness whatever. As a private house cannot possibly be in every sense scientifically perfect as a temporary hospital, I should not advise pictures to be taken down unless wished. Kept carefully dusted behind, they can be no source of danger, and nothing but a source of pleasure and distraction to the men. The rooms being emptied and the floors and windows arranged, place the beds so that as many patients as possible can see out of the windows. should not fall fully on them, but crossways. The beds should be 3ft. by 6ft. 6in. For one thing, this is a good average size; also one can obtain a useful mackintosh sheeting, 36in. wide, for 3s. and 3s. 6d. a yard, the wider widths being much more expensive.

There should be a mackintosh sheet for each bed, and short draw mackintoshes as well. Each bed should be provided with a firm hair or hair and wool mattress, under blanket, two top blankets, two pillows, cotton coverlet and a Guard's rug, for extra warmth when required. There should also be an allowance of three pairs of sheets, three draw sheets and four pillow cases to each bed. At the side of each bed should be a table or locker. The best thing of the kind is a combination locker seat and bed table (costing £2 8s. 6d. each at Shoolbred's), or an ordinary locker with two doors (29s.). But if these cannot be obtained, an excellent locker in plain deal (13s.), or with bed table attached (19s. also at Shoolbred's), In the centre of the room there should be a long wooden table covered with oilcloth or American cloth or plate glass, where the steriliser for instruments should stand. Instead of the expense of a steriliser, a good-sized spirit lamp and one or two large new pans make an excellent substitute. Here also should be a kettle, so that actually boiling water can be had any moment day or night. Where electric light is obtainable, a Prometheus electric water heater is very useful. Where sets of china or enamel basins are not obtainable, a large white meat dish does very well for instruments in solution, a tumbler for

forceps and soup plates for swabs, used and unused. In the ward should be a wooden washing stool, about 30in. long (3s. 6d.) which serves well as a stand for basins and dressing trays, etc. where a ward table of enamel and plate glass on castors is not forthcoming. A new japanned iron trunk, about 30in. long (15s. 9d.), makes a tidy and sanitary receptacle for splints and tow and various ward requirements when not in use. Dressing must be kept in enamel boxes sold for the purpose.

It cannot be too strongly impressed on the lay mind the absolute necessity of keeping nothing in the way of stores in the ward. All reserve linen and clothing and dressings should be strictly kept in another room. As linen and blankets (of which there must be extra for each bed) are sure to be a difficulty to keep aired and in readiness, I would advise, where there is no heated linen room, that on the kitchen ceiling, or on the ceiling of any room having a large fireplace, should be fixed a Barnes clothes airer, 10ft. long (11s. at Shoolbred's). This will air a large quantity of linen at once, and be out of the way of the servants or nurses. In the lavatory or bathroom near the ward should be fixed three strong wooden shelves—one for bed pans, one for urine bottles and the third for jars of disinfectants used in the washing of these articles; also several wooden rails on which to dry clothes and towels. An excellent receiver for soiled dressings, etc., is a china foot bath or toilet pail, which can be carried in and out of the ward. If a room is to be set apart for an operating theatre, let it be a small room that can easily be got up to a temperature of 70deg. Fahr. Light screens should be provided in the ward-two to every four beds-to be used round the beds when washings, etc., are going on. An economical screen can be made from an ordinary wooden clothes-horse, three leaf, 60in. high (5s. 6d.), and holland or Bolton sheeting put on, with tapes, quite plain. Steam kettles and hot-water bottles and a few water pillows (which are very useful where pressure must be specially avoided), a ward thermometer, Higginson's syringes, bath thermometer and charts must not be forgotten, also turpentine and tow for cleaning splints, and jaconet. All lotions and dressings required will be ordered by the doctor or sister in charge.

It is a noble thing to offer one's entire house and to hand it over wholly for the use of the sick and suffering. I think it is even a nobler thing to take the sick and suffering into one's own home and share all with them. To give up one's large rooms downstairs to the bad cases, so that the convalescents may perhaps have the joy and cheer of taking a step forward, being promoted possibly to a bedroom upstairs to enjoy the luxury of a real spare room for a few nights. And those happy homes that are blessed with children. Let no one send them out of the house. After the horrors of war, after the loss of friends and comrades, after the furnace of suffering and the despair that are likely to come to a man, perhaps crippled for life, what greater inspiration and cheer, and what more likely to keep a struggling one fresh and hopeful, than to be with happy, radiant children! George Eliot has expressed what I mean in her own beautiful way: old days there were angels who came and took men by the hand and led them away from the City of Destruction. white-winged angels now. But yet men are led away from threatening destructions—a hand is put into theirs which leads them forth gently towards a calm and bright land and they look no more backward-and that hand may be a little child's.' CLARA M. LAWSON.

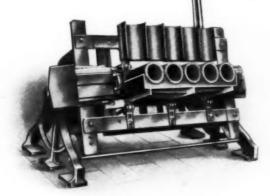
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THE MOGYA.

HE police registers establish beyond question that in the hungry season of his year he is a professional and extraordinarily successful housebreaker. through the wide wheatlands of Central India in the pleasant cold weather, one occasionally catches him at his legitimate work, which is the snaring of wild creatures On these occasions one experiences the fascination produced by the spectacle of a beast of prey, unconscious of human presence, seeking its meat from God; an otter, for example, his lithe body a bar of silver frosted with bright innumerable bubbles, hunting a fish in a transparent pool, or a pack of red dogs, silent and grim as stoats, ringing a sambhur doe, or two wind-swift wolves coursing a black buck over the young wheat in the green and gold of a winter sunrise. And when the little men run up to the taut nooses for the final act of clubbing or neck-wringing, the sting of incompetence, in my own case, invariably succeeds the sense of wonder. For after much clumsy manœuvring and a great deal of noise. I, with the newest pattern of rifle and shot gun packed with many hundred separate flying deaths, may hardly compass in a month what the Mogya with his nooses and stalking bullock achieves in a single morning.

Parasitical upon the wary, inaccessible fauna of the alluvial expanse, upon the antelope and wild geese and hosts of winterborne demoiselle cranes, the Mogya has developed in the course of unnumbered generations into a predatory animal more deadly than his rivals the hunting leopard and the lean Indian wolf. Of the plaited sinews of slain deer he fashions nooses to snare their fellows, lashing the greasy slip-knots to long, sharp pegs of male bamboo. Since these pegs must be driven into the earth as silently as may be, there is a callosity as large as a shilling a little to one side of the centre of the Mogya's palm, and this is his tribe's hall-mark. He catches geese and cranes with the long leg-sinews of cranes. For entrapping quails and partridges he has another device, a file of a hundred or more folding wooden frames a span high, one hinged to another, every frame a little gallows with a horsehair noose pendant from the top bar. Loading this equipment upon his diminutive bullock, he goes abroad early and marks, maybe, where the bar-headed geese cover the young wheat like a lavender carpet. Line behind line, a thousand glossy backs shining in the sun, they lurch forward with their rolling anserine gait and tear at the tender plants as they march. The bullock drifting slowly across their front arouses no suspicion. Their tribal intelligence falls short of counting legs, though keen to distinguish a sunhelmet from a ryot's head-cloth at half a mile away. The hours pass, and long after the bullock has vanished behind an acacia bush, a goose in the foremost line is suddenly, as it appears, seized with acute dementia. He thrashes the air with his wings and plunges violently to the ground with every effort to risc. At his hoarse bugle-notes of alarm every head in the flock is lifted, and instantly half a dozen of his fellows join the deathdance, each bird whirling in circles, beak to centre, held fast by a strangling slip-knot. The ground lifts in a storm of grey pinions as the shricking flock takes the air, to hover distractedly over its doomed companions. Then the ancient discipline asserts itself and, formed into V-shaped battalions, the host streams away to a safer feeding ground.

The movements of the wild geese and cranes are as predictable to the Mogya as the rising of the planets. Their vaunted but one-sided vigilance, counterbalanced by this fatal regularity of habit, avails them nothing. He puts his hand upon them as though they were domestic fowls, and he could most certainly snare them with his eyes shut, working by sound. But antelope straggle and face all ways as they feed, for an old buck will cease grazing to chase a mincing doe and two young bucks are for ever sparring languidly with dry clashing of horns, so that the drift of the herd is aimless. Accordingly, the human spider, crouched behind the creeping bullock, spins round the uneasy deer a single grass line fluttering with coloured rags and supported at intervals on bamboo rods breast high. The vacant

space between the ends of the line he sows thickly with nooses. The trained bullock, still feigning to graze, saunters into the distance, and suddenly two or three naked boys, top-knots flying, invade the field with cries and waving of sticks. The herd leaps, twice or thrice, perpendicularly into the air, scatters, is checked by the fluttering rags and, bunched into a compact body, gallops blindly to its doom.

Two English officials were recently trolleying down a railway line on inspection, when they noticed a small object, snowy white, that fled before them like a piece of paper blown along the ground in a high wind. This, at closer quarters, was seen to be an albino member of a covey of bush-quail. Some miles further along the line the party fell in with a gang of Mogyas, three of whom were promptly packed upon the trolley with orders to bring in the white quail by evening. Within two hours the albino, alive and unhurt, was produced in a basket. This, in truth, was fowling carried to a fine art, and I am uncertain whether a second more showy feat of the same gang excels or falls short of it in sheer perfection of craftsmanship. A few days later, when these Mogyas were shifting camp, a small boy, straying from the main body, came upon a she-wolf asleep under a bush. At this precise moment an Englishman-would he had been myself !--a rived upon the scene and halted to watch developments. A promise to double the Government reward of five rupees on every wolf's head set the Mogyas to work with, possibly, more than ordinary intentness and circumspection. First, a treble line of the stoutest nooses was pegged down in a semi circle at a spot distant about a hundred yards from the bush. This spot was determined after prolonged and silent discussion, although, to the Englishman's eye, it differed in no particular from the surrounding plain. Next, some half a dozen stops were posted, a pebble was handed to each, and the order given in dumb-show to tap rhythmically on their axe-handles as soon as the quarry should bolt. This done, a shower of stones crashed into the bush. Out leaped the she-wolf, teeth bared, hackles erect, vicious but irresolute. The road to her rear was open, and the first pair of stops were a clear thirty yards to her front. And yet, hypnotised, as it were, by those mute, motionless watchers, she set off at a slow trot in the direction of the "Clack, clack" rang from the axe-handles, and the nooses. trot quickened to the long, leisurely wolf canter. Then, panicstricken at the silence and the sound, she stretched herself to greyhound speed, swung to right, swung to left, held to the centre and struck the ground with tremendous impact in the thick of the snares. Of the three nooses that held her fast, two were bitten through before the clubs came down upon her furious head, and the peg of the third was so loose that a few more seconds of life would have won her freedom. C. G. C. T.

SCOTTISH RED DEER.

[TO THE EDITOR OF "COUNTRY LIFE."]

-1. I cannot suggest any scheme of co-operation among owners of deer forests. Unfortunately, at the present time a large number of deer forests are let, and the tenants, not unnaturally, care more about killing the best heads than they do about improving the breed of deer. 2. I think that crossing with park, but not foreign, deer is beneficial, provided that it is not carried on to too great an extent, as in the event of there being too much park blood imported, I think it is possible that the constitutions of deer might be weakened. I consider the careful elimination of the old beasts and the bad heads almost more important than the introduction of new blood, though if the breed is to be improved, both methods, in my opinion. should be adopted and good young stags spared. 3. It is extremely difficult to know what inducement there would be to a yearly tenant to spare the ving stags, especially as, if a man pays a big rent for a forest and the wind happens to be bad for him, the stalkers are more anxious to give him a shot than to be careful of what they shoot at, as they are afraid of being blamed for not reaching the limit, to the detriment of letting the following year. I have had experience of one forest which had been let for a great nu mber of years to different tenants, and I went out and was taken up to quite a ng stag, and the stalker was most amazed because I refused to shoot He then explained to me that gentlemen he took out did not care very much what they shot at, provided it had a pair of horns, so long as they I should like to allow rubbish to be killed and not included in the limit, but it would be very hard to draw a line.-X.

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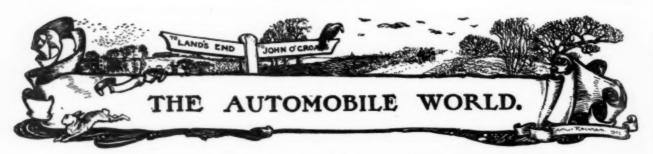
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THE VOLTAGE OF CAR-LIGHTING DYNAMOS.

HE question of the right voltage for a car-lighting dynamo is one which is deserving of some attention.

At present small retailers have to keep spare parts suitable for lighting installations working at various pressures, and it would be well that some standard should be adopted, since considerable inefficiency must almost necessarily follow if parts meant for a 12-volt system are used in connection with a 6-volt one, or vice versa. Moreover, if a general agreement were reached there would be no need for garages and repairers to stock lamps of other than the regular voltage

Except for this one consideration of the convenience of general standardisation, the question of voltage might well be left to settle itself. At present the evidence on the two sides balances sufficiently well to make any decision very difficult, even to an expert, and really impossible to anyone who is not thoroughly conversant with electrical principles. The first point to be remembered is that the output of a 12-volt dynamo is not necessarily greater than that of a 6-volt machine. Voltage is merely another name for electrical pressure, and a reasonable amount of power can be got either by supplying a big current at a low pressure or by supplying a small current at high pressure. The output of a dynamo is measured in watts, the current in amperes and the pressure in volts. Watts are the product of amperes and volts; thus, a 120-watt dynamo might give 10 amperes at 12 volts or might be designed to give 20 amperes at 6 volts or 5 amperes at 24 volts.

The power of the lamps that can be lighted by the dynamo depends on the number of watts given by the machine. Most modern incandescent lamps take about 1 watt to the candle power,

so that a 120-watt should dynamo serve to light, say, 32-candle two power head lamps t wo 16-candle-power side lamps, an 8-candle-power tail lamp and an 8-candle-power inspection lamp leaving a little tinuing to charge the battery while all the lamps are burning. This burning. This assumes that there are no losses

on the system.

So far as dynamos are concerned, there is not much difference

in weight between a 6-volt and a 12-volt machine of equal capacity. The advantage is slightly with a 12-volt dynamo, which does not require quite such a heavy commutator. This is because a higher voltage means the use of lower current. and the lower current does not require quite such a big conducted surface to transmit it from the machine to the outside wiring

without unnecessary loss.

When we come to the battery of accumulators, comparison of weight leads to exactly the opposite result. The places of the 6-volt battery must have an active surface twice as great as the plates of the 12-volt battery, but in theory the 12-volt battery requires just twice as many plates. In practice an extra three are wanted above this number, since there must be a negative plate on each side of every positive. Moreover, the 12-volt battery has to be divided up into more compartments, and needs more terminals and terminal connections. The advantage of weight is, therefore, with the 6-volt set.

So far as wiring, lamp-holders, switches, etc., are concerned, in theory the 12-volt set should be lighter, since more ample conductors are required to carry a larger current at the lower voltage. In practice a big margin is allowed in each case, and, consequently, there is no appreciable difference in weight. On the whole, when we consider the entire lighting set, the difference of weight is not sufficient to determine the choice of voltage.

If a given resistance be placed in the way of the passage of an electric current, the strength of the current that will be

passed through the resistance depends on the voltage available to send it through. If a 50-candle-power lamp takes 48 watts to light it properly, and the pressure behind the current is 12 volta, the amount of current used in the lamp will be 4 amperes. trical resistance is measured in ohms, and the relation between resistance, current and pressure is defined by the simple law: Current multiplied by Resistance equals Pressure. This is generally written: $C \times R = E$, or $C = \frac{E}{R}$ in which E sta is for Electromotive Force or Voltage.

for Electromotive Force or Voltage. In the case under consideration C is 4 amperes and 1 is 12 volts, so that $4\times R=12$ and R=3 ohms. Now if a 6- olt system were employed the necessary 48 watts for the lamp would imply the passage of 8 amperes, since $6\times 8=48$. The resistance of the lamp filament would therefore be found to me the equation: $8\times R=6$ or $R=\frac{3}{4}$ of an ohm. We thus see that to obtain a given candle power the Lament of a 12-volt must offer four times the resistance of the filament of a 6-volt lamp. This means that it must be eiter four times as long or must have only one quarter the area in cross section. In either case it will be more fragile, and in the first case it will be more difficult to concentrate the light at j is that point which will allow the lamp to reflect it most efficient v. In this matter, then, the 6-volt system has the advantage, a d In this matter, then, the 6-volt system has the advantage, a d the same argument serves to show us why high voltages, such is are used for house lighting, cannot be advantageously employed on a car where the lamp filaments are subject to vibration and must be made very strong.

A counterbalancing disadvantage of the 6-volt system is noticeable when we apply just the same reasoning as that given

noticeable when we apply just the same reasoning as that given

above, to parts of the circuit other than the lamps In the lamp filaments we provide intentional resistance with a view to absorbing electrical power and so producing heat and light. Inother parts of the circuit esistances are often present and cannot be altogether avoided. but their presence is quite uninten-tional and un-desirable. There is, for example, some resistance where the brushes press upon



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commutator, where the lamp terminals make contact in the lamp-holders, at the contact surfaces of the switches, and even in the conducting cables themselves. Suppose an unintentional resistance R to be present somewhere in the circuit, and apply F $rac{E}{\hat{R}}$, remembering that if C is the current in a 12-volt circuit, 2C must be the current in a 6-volt circuit doing the same amount of work.

It will be apparent from this that the lost voltage du It will be apparent from this that the lost voltage due to having to overcome the unintentional resistance will be twice as great in the 6-volt as in the 12-volt circuit, and as power is the product of pressure and current, the amount of power wasted will be four times as great in the 6-volt circuit. If part of the pressure of a dynamo is consumed at various contacts in the circuit, it is not available at the lamp filaments, and it is, therefore, evident that if contacts are at all faulty the result will be more serious in a 6-volt than in a 12-volt circuit. So long as absolute perfection is unattainable this argument must carry some weight. In than in a 12-voit circuit. So long as absolute perfection is unattainable this argument must carry some weight. In fact, we may take it that it balances very fairly well the advantage of the 6-volt over the 12-volt lamp. It must be remembered that a comparatively small loss of coltage between the dynamo and the lamp leads to a very considerable reduction in the light given by the lamp filament. Evidently then all contexts should be kent there, there ment. Evidently, then, all contacts should be kept thoroughly true, clean and bright.

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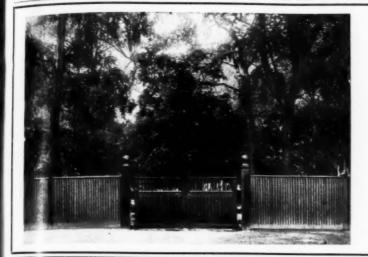
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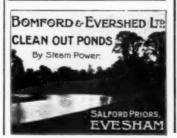
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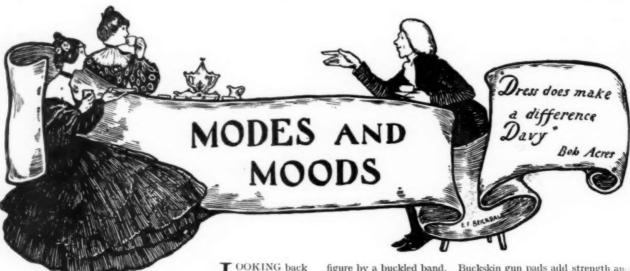
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GLASGOW.



on the few hurried

written as preface to "Modes and Moods" last week, it seems almost incredible what one has learnt in the short space of four or five days. At the outset of the war our one thought was to do something, and many of us in our zeal got on to quite wrong tracks, and have had to retrace our steps and accept the direct

guidance of recognised bodies. Zeal is all very well, but it must be cloaked with discretion. Also the responsibilities of war do not begin and end in tending warriors. I would fain say a few words for the shop girls who are thrown out of work by our enforced retrenchment. At the same time, the general opinion is that things will right themselves. And primarily among those who will be requisitioned then is the firm of Burberry, of Haymarket renown.

The countrywoman nas better friend than Burberry. Every year fresh efforts are put forth, and some improve-ment noted in ment their sports gar-ments, such as the new and immensely practical pivot sleeve requi-sitioned for the excellent model elected for illus-ration. This is tration. quite a Burberry feature, and one that affords complete freedom when the arm is raised for firing a gun or throwing gun or throwing a fly, another detail that adds immea-surably to the comfort and prac-tical service of the coat being expand-ing pleats at the back. The fronts are also of an extremely easy fit, the fullness at the waist held to the

figure by a buckled band. Buckskin gun pads add strength and stability to the shoulders, and cartridge holders and large patched pockets are applied in the most convenient positions, an adjust able collar and cuffs adding their full share to the success of this unquestionably well-thought-out model, which Burberry are making in their own inimitable game feather tweed. And as a completing note to this most admirable suit, Burberry are supplying a circular cape of the same material lined through with proofed Urber silk, toning to the rich shades of the tweethers.

SKETCHED AT BURBERRYS'.

These circula capes are no ne arrivals upon the scenes here, the famous "Burwrap being an old frien that has alread proved its si preme value as travelling and driving com-panion, since it can be so easily slipped on and off and is at one and the same time de-lightfully warm and cosy. Al-though receiving the best approval in hand-woven Irish fleece in a good range of colours lined with harmonising silk, an exceedingly smart model carried out in white fleece lined with navy blue, the buttons accen-tuating the colour note and proving by no means the least attractive detail of the elegant affair.
In rainy

In rainy weather nothing can possibly come up to a genuine "Burberry." Smartly cut and turned out to perfection, a "Burberry" should most certainly be included in every representative outfit, while also exacting a considerable amount of interested attention on the part of all wanting a thoroughly service able weather-proof wrap is the Tielocken Patent Overcoat, ingeniously designed without but cons. L. M. M.



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FOR TOWN AND COUNTRY.

T the present time, when everyone is asking what they can do to help, our first thoughts naturally turn to the comfort of our soldiers and sailors and their allies. Those whose time is too fully occupied to permit of their actually working for the men should bear in mind that by purchasing manufactured goods they are not only giving what is needed, but are assisting in the employment of proof workneonle whose means of liveliin the employment of poor workpeople whose means of liveli-hood would otherwise fail. Among the firms who understand the needs of those at the Front we would mention Messrs. the needs of those at the Front we would mention Messrs. Robinson and Cleaver, Limited, of Belfast and Regent Street, W. (established 1870). At the time of the South African War, Messrs. Robinson and Cleaver forwarded huge consignments to the Front to the orders of organisers of relief funds, hospital committees, etc. The articles chiefly in demand were Irish linens of all grades, woollen sleeping helmets, shirts, nightshirts, Irish socks, dressing gowns and Royal Ulster fleece rugs. As actual manufacturers the firm can, of course, give the best possible value for money expended, while orders placed with them mean employment to many poor Irish workers who would otherwise suffer acute want. It is satisfactory, therefore, to hear that they are already busy fulfilling orders from their huge stocks, both for societies and private benefactors.

SHELTER FOR WINTER CROPS.

SHELTER FOR WINTER CROPS.

We have often referred to the excellent hazel and osier work produced by "Hurdles," Limited, Station Place, Letchworth, and its multifarious uses and adaptability. Now that all long-sighted people are planning how to utilise every available space in their gardens for winter crops, we would draw attention to the usefulness of the narrower makes of hazel hurdles as shelter for young plants, for autumn-sown peas and beans in a light soil, or as a protection against frost for cauliflower, broccoli and things of that kind. There are many flowering plants, too, which just miss being hardy, such as the Californian tree poppies, and tender shrubs, and here again a hurdle to windward would supply just the protection needed. For sheltering fruit trees from wind and frost there are the flexible "Multi-use" shadings, which may be utilised for shading greenhouses, and so render good service all the year round. One of the latest products of "Hurdles," Limited, is a serviceable garden basket or hamper—the "Strongboy"—which would appear to be specially designed to meet the requirements of the apple harvest.

Although no one is attending very seriously to dress just now, there is one phase of it which occupies the thoughts of many women, namely, nursing uniform. To turn out a properly made uniform of the best material and correct in every detail requires a good stock, a competent staff and considerable experirequires a good stock, a competent staff and considerable experience of that particular class of work. For this reason many nurses are placing their orders with Messrs. Debenham and Freebody of Wigmore Street, W. This firm have had a long experience of making every description of hospital uniform, including that of the Queen Alexandra Imperial Nursing Service. They are therefore fully equipped with special facilities for the work, and are in a position to undertake the making of every kind of garment and requisite for the nursing profession at very moderate prices. An illustrated catalogue will be forwarded to anyone on application, while the orders will be dealt with by a specially trained staff, and their prompt fulfilment is assured. Messrs. Debenham and Freebody also hold large stocks of flannels, calicoes, blankets and so on, as well as natural and blue flannel for soldiers' shirts and pyjamas, and red flannel for hospital wear, so that those who wish to assist the troops in other ways than by nursing may obtain what they require ways than by nursing may obtain what they require other without difficulty.

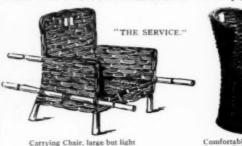
THE MATERIAL FOR HARD WEAR.

THE MATERIAL FOR HARD WEAR.

The value of flannel for outdoor wear, especially when one is exposed to considerable changes of temperature or undertaking violent exertion, is well known, but it must be remembered that all flannels do not possess the beneficial characteristics of their type to the same degree. For hygienic qualities, comfort, long wear and appearance it would be difficult to equal the well known "Viyella." For many years "Viyella" has been held in high esteem for sporting purposes, and has shown itself worthy under more serious tests. A great advantage in this material is that it will not shrink, while washing makes little difference to its texture. To the end it will absorb and radiate away the moisture of the body, thus averting chills from over-heating, while at the same time, by choosing a medium or heavy-weight type, sufficient warmth for any purpose can be assured. The appearance and cut of ready-made "Viyella" garments are excellent, and they are made in such variety that it would be possible to stock one's underwear entirely from the selection offered. Indeed, whether purchased ready-made or made to measure, one may rely upon "Viyella" shirts and other wear being exactly right. being exactly right

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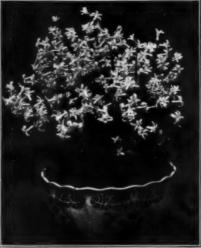
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ON THE GREEN.

By Horace Hutchinson and Bernard Darwin.

WHAT IS BEING DONE AT SANDWICH.

AST week we gave some notes as to what some of the London clubs were doing. This week, thanks to Mr. Ryder Richardson, I have some particulars as to what is being done at one of the leading seaside clubs, namely, the Royal St. George's Club, Sandwich. On war being declared the following notice was posted: "Until further notice no man who is eligible for entolment in the Forces of the country will be employed as a caddie on this course or allowed on the club property unless he can supply satisfactory evidence that the country will not accept his services." The result is that the caddies at Sandwich are for the time being old men and boys. Of those eligible for service some have joined the Army and others the Territorials. Must of those who, though over the age limit, are able-bodied have either been diaging trenches or guarding roads. The club is looking after the wives and families of servants or caddies who have joined the colours. It has given a subscription to the Prince of Wales' Fund, and has been in communication with the naval authorities as to the use of the club-house if required.

THE AMERICAN CHAMPIONSHIP.

Our friend, Mr. Chick Evans, made a brave attempt to provide the lited States with another amateur as Open Champion in succession

Mr. Ouimet le was second, leaten only by single stroke Hagin, who one of the one of the mericans call their "home-bred" profes-sionals. It was a great performace, and show what a really plendid player Mr. Evans is at the scoring Would game. that he could have won outright! Hagin finished very high up on the list at Brookline last year, and he was one of those who seemed to have a great chance winning after Vardon and Ray had each taken 70 to their all those American hopes "fell down" in that last round, save only the gallant Mr. Ouimet. In this last championship at Midlothian, a course which, my American friends tell me, is hardly worthy of a championship, Mr. Quimet played very well, and upheld his reputation finishing in the fifth place, beating McDermot'. Brady, Macnamara and other formidable per-While he sons.

Sir Edward Russell, has been responsible for establishing two of the greatest among provincial newspapers. It may not be out of place to mention that Sir Edward's eightieth birthday is about to be celebrated by a crowd of admirers drawn from all sections of the community. Mr. Jeans is nearly seventy years old, but he still plays a very steady game and is particularly to be feared on the putting green. He annually leads a team of the provincial Press against their brothers of London, who owe thanks to Mr. Jeans for some delightful days' golf at Hoylake and Wallasey.

GOLF DURING THE BOER WAR.

It is inevitable, in the present circumstances, that we should be drawing comparisons between the nation's attitude towards this great war, just across the Channel, and that last war in which we were engaged in South

It is inevitable, in the present circumstances, that we should be drawing comparisons between the nation's attitude towards this great war, just across the Channel, and that last war in which we were engaged in South Africa. From the golfing point of view the difference is striking. I remember that when the Boer War was going on in 1900, and the date of the Amateur Championship was still distant, I wrote and asked Mr. Laidlay whether he did not think—in view of the fact that Mr. Ball, then holder of the title, and Mr. Tait, perhaps his chief rival at the time, were both in South Africa and could not take part in the championship—if were not better that we too (who still cherished ambitions of gaining championship honours once more) should not compete. It seemed as if it would be but

a poor thing win when the two gest men were away — and away for their country's sake and to their own peril — and he agreed with me that we would not take part in it. But by the actual date of the championchange had come: a Boer's bullet had ended the eager life of poor Freddy. was no longer in any fighting line.
The force of the motive for refraining OHIE from a part in the championship was halved. and we played, though or distinction. of Mr. Hilton's first win of that honour. These two great players went out to that war, but it was a war which made no appreciable difference to the as peets of our golf courses gener-ally. That is ally. That is very far from being the case For ten players that we saw on the courses a month ago, it seems as if there was scarcely one All either serving



MR. A. G. JEANS.

has lost one of
his championships a younger member of his family has gained one, his
brother, Mr. Raymond Ouimet, having won the first Junior Championship of
Massachusetts. His style is said to be something after that of his big brother,
and great things are expected of him in the future.

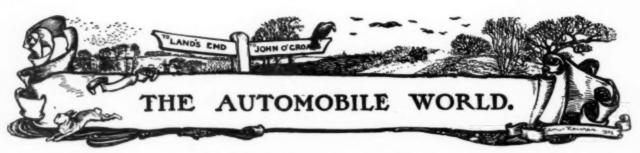
MR. A. G. JEANS.

Mr. A. G. Jeans, one of the proprietors of the Liverpool Daily Post and verpool Echo, is a keen and enthusiastic golfer. Few men are better nown or more respected in Liverpool than Mr. Jeans, who, with his partner,

in one capacity or another or indirectly, doing work of no less value by occupying themselves in normal concerns of rather more serious nature than a game of golf. The links are, in a measure, deserted. Club-houses have been offered for hospitals and convalescent homes to the authorities of the Red Cross establishment. A change has passed over the face of the country, and is to be seen on its golf courses, even where all the signs are negative. On others there is a military camp installed in possession, the soldiers in some cases billeted in the neighbouring houses. A nation under arms has ceased to be a nation at golf.

H. G. H.

Aug



THE **MOTOR** IN WAR.

EVER before has the motor vehicle been put to such a supreme test of reliability as lies before it at the moment. The progress of mechanical traction has been so extraordinarily rapid that it is difficult for us to believe that at the light of the contraction. to believe that at the time of the South African War the movement was in its infancy. Even then, how-steam tractors and traction engines were employed with considerable success. A tractor is a light engine which draws its load upon a separate trailing vehicle from which it can detach itself in emergency. It is provided with gear which enables it to utilise the power of its engine to drag itself out of difficult positions. Meanwhile, the load can be disconnected, to be drawn out later on after the tractor has reached firm ground. For this reason the tractor is a very suitable type of machine for use in countries where roads are deficient in number and quality. In the West of Europe, however, the conditions are very different, and consequently our War Department has deliberately encouraged the production of a type of motor lorry suitable certainly for travelling over rough and hilly roads, but not intended for continuous use where roads do not exist. England and France are better provided with roads than any other countries, and are consequently able to utilise motor transport for military purposes to a greater extent than other Powers. In this respect we certainly have a marked advantage over our present opponents. present opponents.

present opponents.

The motor vehicle, as employed in the transport and supply columns of an army, has proved its great use to the satisfaction of all military authorities during trials and manœuvres held in the last few years both here and on the Continent. It has been found that with its aid the movements of a force are accelerated, since no delays are caused by waiting for the arrival of slow-moving vehicles. Moreover, it enables an army to operate at a very much greater distance from its an army to operate at a very much greater distance from its

railhead than was previously possi-ble. Fast motor lorries carry good stocks of fresh provisions as well as warlike stores, such as am-munition, from the railway to depots only a short only a distance behind the they are met c o nveyances, which distribute the supplies among the men. Not only

greater speed and greater mobility obtainable in this way, but one of the results is that the troops are well supplied with nourishing and fresh food.

Some countries, such as Russia and Italy, have so few roads Some countries, such as Russia and Italy, have so few roads, and possess, comparatively speaking, such small industries of their own, that at present there are within their boundaries very few substantial motor vans and lorries in ordinary service. Consequently, in such cases, the military authorities have been compelled to purchase a certain number of motor transport vehicles. In the case of Russia, some have gone out from good manufacturers in this country. Italy has depended more on its own manufacturers, and has bought a certain number of lorries of rather small capacity and light construction, capable of carrying about 30cwt. to 50cwt. each.

of carrying about 30cwt. to 50cwt. each.

In France, Germany, Austria, and particularly in Great
Britain, the industrial use of motor vehicles has proceeded so far
as to make it possible for the various Governments to adopt
another, and a simpler, course in place of resorting to the purchase of cars. Only in Great Britain, however, does the number of motor lorries in regular commercial survice exceed the whole requirements of the Army. France needs about 5,000 lorries

of about three tons capacity for her transport columns, and the or about three tons capacity for her transport columns, and the number available must be very much short of the demand. The War Department have endeavoured to encourage the use of suitable vehicles by offering a subsidy amounting to about £300, paid in instalments over a period of four years. Tria's have been held annually at which manufacturers have submitted for test a large number of vehicles of suitable capacity, and a subside the submitted for which the plane have been estified as a lightly for which for test a large number of vehicles of suitable capacity, and a great many of these have been certified as eligible for subsiding the last year or so that even the inducement has been sufficient to persuade trading concerts in France to adopt motor transport at all extensively, and probably the French army is at the moment very largely dependent on the fine fleet of single-deck vehicles owned by the General Omnibus Company of Paris, and at present in service on the eastern frontier. These cars are very strongly built and are capable of carrying at least three tons of goods, upwards of thirty passengers. They have powerful engine and very strong brakes, and plenty of skilled drivers are available. Germany has offered an even higher subsidy to encourage the use of motor lorries, but the number at present available is still small, although purchasers receive from the Government a sum equal to something approaching half the total cost of the vehicle. The German military machines are designed carry four tons, and to draw an extra two tons on a trailed Owing to the inferior road system it is not possible to adopt

carry four tons, and to draw an extra two tons on a trailer Owing to the inferior road system it is not possible to adopt motor transport to the same extent as in France, but it is estimated that the German army can find use for about 2,000 subsidy machines. In Austria the conditions are rather similar to those obtaining in Germany. The type of machines subsidised is a little smaller, as is also the amount paid, and the number yet available must be far short of the army's total need. In Great Britain we have, as already stated, far more than enough suitable machines in service to meet the whole of our military require-

tary require-ments, which only amount to about 1.000 transport cars, designed principally for three-ton loads. The War Department some vears ago formulated subsidy scheme on a smaller scale than those of our neighbours, the payment being about £120 for each vehicle.
This was
done not, as in other cases,

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A MILITARY SEARCHLIGHT EQUIPMENT.

with the object of increasing the supply, but in order to encourage manufacturers to adopt certain features of design regarded as desirable. All the British subsidy machines have an identical arrangement of control levers and pedals, so that a driver can be taken off one and put on to another without any danger. They also have unusually large wheels, and are fitted with towing hooks at the corners of the frame, and with sprags to prevent them from running backwards down hills. Military vehicles, of course, have to work in convoy; that is to say, a long line of vehicles has to travel at short fixed intervals along the same road. This is the principal reason for the special features mentioned, and also for the fitting reason for the special features mentioned, and also for the fitting of a low gear to ensure that the cars shall be capable of

negotiating very steep hills.

In Great Britain we are fortunate in being able to supply the whole of the needs of the Regular Army for heavy moto s, and even then to have in reserve a very large number of excellent or the country, and also of assisting in taking supplies to Territorial encampments and moving troops should railway facilities prove insufficient in some emergency.



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12 h.p. ROVER

WHEATHAMPSTEAD, HERTS.

DEAR MR. HARRY SMITH-

I feel sure that it will interest you to hear how satisfactorily the 12 h.p. 1912 Rover car has behaved, which I got from you in Nov., 1912, leaving my 2-cyl. 12 h.p. Rover in part exchange.

Since Nov., 1912, this car has run 20,269 miles and the engine has **never** been taken down, only the valves, etc., attended to by myself (as I do not have a chauffeur).

The only repairs which I have had to have attended to were a defective radiator which you replaced for me free of cost early after purchase, and a new pin and bushing to near side front steering which I had done in London. As my cost for repairs for 20,269 miles has been £1 5s., this fact, I think, speaks for itself how your cars are made, and I have recommended them to many of my friends.

Yours faithfully,

F. TREVOR DAVYS.

The Rover Company Ltd., Works, Coventry

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RYPER FOR NEW ZEALAND.

R readers will be interested in what is probably the first chapter in the history of ryper Zealand. The birds have not been actually introduced yet, but a summary of the interesting correspondence will show that the event is not The story as far as we are concerned begins in the early part of this year, when we received a letter, dated January 25th, from Mr. C. B. Morison of Wellington, New Zealand. He wrote to tell us that the Local Acclimatisation Society were desirous of trying the experiment of introducing grouse into New Zealand. The attempt would have been made sooner, but for the belief that the existence of heather was an absolute necessity to maintaining the birds. The committee thought that this probably was not the case, and Mr. Morison wrote to the Editor of COUNTRY LIFE asking for some general advice, and also for the address of anyone who could send a consignment of handreared birds. He said:

We have very suitable country from 1,500ft, to 4,000ft, above sea level, well watered and with a variety of low-growing, berry-bearing plants and a low scrub we call manuka—Leptospermum scoparium and L. ericoides (myrtle family). It is possible that the tender shoots of these plants would be a substitute for heather. Scotch heather has been sown in some of this country, but, though it has held its own, it has not spread rapidly, and would take very many years to cover a sufficient area to support many grouse.

He asked us to forward his letter to anyone who was likely to give help, and also asked that black game, twenty or thirty greyhen and ten blackcock might be sent also. In a postscript he offered to pay the passage to New Zealand of a competent man to take charge of the birds on the voyage, if that were necessary. We asked a considerable number of men interested in grouse for their opinion, and it was not favourable. The Mackintosh of Mackintosh wrote as follows:

I candidly do not think that grouse—in a wild state—would thrive. Of course, by attending strictly to the feeding which the Frimley rearing establishment of the Grouse Committee found so efficacious, the birds might be landed in New Zealand in quite a healthy state; but honestly they must have some sort of heather or heath to exist on. Why not try black game, capercailzie or ryper? These last ought to do well enough, and, according to Mr. Stewart Menzies' experiences at Arndilly, there is precious little difference now between them and red grouse. Capercailzie ought to do well too, as New Zealand is just their habitat.

Mr. Hugh Wormald, who has had exceptional experience in keeping tame birds in captivity, gives the same opinion as the Mackintosh. As his letter is also very interesting, we give it practically in full:

Some time ago I corresponded with two men, one in New Zealand and one in British Columbia, on the subject of introducing grouse to those countries. I have mislaid the correspondence, but I think the New Zealand writer was Mr. Morison. However, to both of them I gave the same opinion, viz., that I did not think red grouse would answer in either country, but that black game certainly would in my opinion, and probably ryper (the latter in British Columbia, anyway), and to both I gave the address of a reliable man in Sweden who might like to undertake the export of black game and ryper to those countries. I feel sure that hand-reared birds in those numbers are out of the question, and the difficulty of obtaining grouse is very great. No moor owners care to part with their eggs, and to make sure of rearing 100 grouse, at least 300 eggs would be necessary, and I do not think that grouse would flourish without heather; it would mean weaning the whole 100 birds gradually from it, which would take a long time, and then I believe that their offspring would require it; and if the parents—as I take it would be the case—were at liberty, the young would not be able to find heather and would then die. It takes more than one generation to breed out the habits of hundreds of years! At the same time I see no reason why black game should not "do," though I fancy it would be difficult to obtain hand-reared birds. In my experience black game are far more difficult to rear than grouse. Nowadays people are almost keener on getting up their stock of black game than of grouse, and I think it would be very hard to get the necessary eggs. Still, I can see no reason why wild caught black game (of necessity Continental) should not do well.

Mr. Wormald gave the address in Sweden of a man who could obtain the ryper. These two letters will fairly represent a very considerable number that we have received from owners of grouse moors and others. They seem to have convinced our

New Zealand friends, for we have just received the following very interesting letter from Mr. Morison;

I have to thank you for your letter of May 9th and for the very great trouble you appear to have taken to help us on the question of grouse for New Zealand. Had I contemplated your view of obligation which my letter appears to have evoked, I should have hesitated before writing you! I can only express on behalf not only of myself, but of our society, our gratitude for all your kindness in the matter. The budgets of opinions you have proto be definitely against grouse. I think, however, that on the information you have obtained we shall be able to persuade the Government to subsidiss us in an attempt to acclimatise ryper, and the addresses in Copenhagen and Sweden will give us a starting-point. One of our main difficulties in accli tisation of ground breeding birds arises from the rabbit pest, years ago sheep farmers were being ruined by rabbits, and the Government of the Gove of the day introduced stoats and weasels. These have overrun a great part of the country, though, curiously enough, they seem to have abandoned so districts. Our only sporting birds, apart from wild duck, are pheasants and Californian quail, but these have been decimated in many districts I cannot help thinking, however, that the facts point more to some epidemic than to vermin, admitting that stoats and weasels take a heavy toll. Other countries to which small carnivora are indigenous seem to maintain a better balance of bird life than we do. Preserving here is practically out of the question, but we are not without hope that we may get our high country stocked with some game bird that will subsist.

MANY GROUSE BUT FEW SHOOTERS.

There has been scarcely any big shooting at all, and largely it has been restricted to an affair of the keepers going out to kill such birds as were wanted to send South. "bumper" bags was hardly likely, even if moors were properly shot, but a very good average would have been maintained. It is really rather tortunate that the stock should not be enormous, for if it were it would be, in the circumstances, very difficult to shoot it down, during the season, to the maximum that it is safe to leave. The Grouse Disease Commission has shown us the dangers of leaving more stock on the ground than can find adequate food in the early spring, and even as it is it is fairly certain that a perilously big lot will be left on many moors at the season's end. It is not only on account of the absence of the shooters that moors cannot be thoroughly shot. There is besides, nearly everywhere that we hear from, a difficulty in getting beaters. The war has taken them too. It will be interesting to see how the grouse fare in conditions which will rather resemble those of fifty years ago, though the number of the birds has immensely increased during that half century of attention to heather burning, vermin killing and other measures essential to their well-doing.

RABBITS AS FOOD.

Rather a singular letter appeared in one of the newspapers, by way of suggesting a new source of food supply for the people The correspondent in case of interruption of oversea transport. proposed, really with rather the air of putting forward a novel idea, that rabbits should be shot down and used as food. He remarks that rabbits are many enough in some places to be quite a scourge to farmers and gardeners, and that, in spite of prejudice against them, they are quite good to eat. But who ever doubted it? Among our domestic servants we sometimes find a singular prejudice against game; but we are always inclined to attribute that to an indisposition to eat what has not been through the butcher's shop and bought with a price. We even suspect a secret conspiracy between the butcher and the cook to foster this sentiment. But we certainly had no conception that there was any prejudice against the rabbit as food so widespread and so deep as this letter would indicate. Surely it is vastly exaggerated by the writer. At all events, his counsel is excellent, even if so much in the nature of truism as scarcely to be worth the giving. Lord Knutsford's suggestion noticed last week, that stags would be gratefully received by the hospitals deserves sympathetic attention from owners deer forests, and we might put it to them that here they have an admirable way of usefully disposing of the entirely supefluous numbers of the hinds which, as all expert opinion agre only cumber the ground and consume the pasture on the forest



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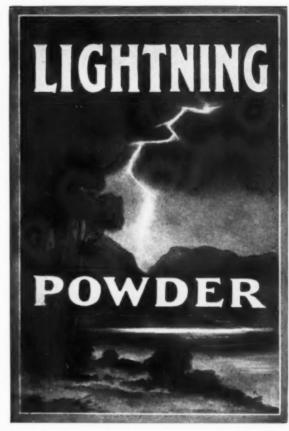
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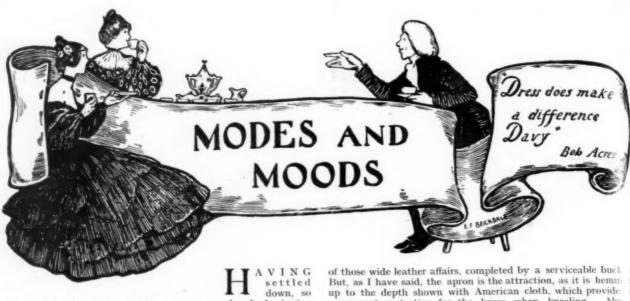
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to say, into the stride of things, many are already beginning to look beyond the immediate issue of assistance for the soldiers and sailors absorbed in this appalling and stupendous war, and are facing the stern facts of subsequent retrenchments that will doubtless be exacted in all sorts of ways. Apart from any panic or undue alarm, case after case

any panic or undue alarm, case after case presents itself as a possible contingency. With every able man practically at the Front, attached to the Territorials or Kitchener's new Army, to say nothing of such bodies as the specially enrolled constables, the scope of women's work at home is for the nonce very considerably widened. This war, sad and wholly terrible as it is, may have its uses. As someone quaintly remarked in my presence recently: "Anyway, it has cracked the Nuts." And it is true. These apparently invertebrate youths, with their long hair, manicured nails, and souls temporarily centred in socks and ties and the subtle cut of coats, have gone cheerfully to their duty, scarcely recognisable in the khaki get-up, and with, mark you, cropped heads. Also, where we women are concerned, the mantle of sloth has dropped away, and we are willingly turning our hands to undreamt-of services. The dilettante gardening woman, for example, can bring her vaunted love and theoretical knowledge into practical service, while doubtless there are many carefully tended poultry yards, bereft of their male attendants, calling for willing recruits. In a comparatively short time now, summer gardens will have to be overhauled, the bedding-out plants taken up, cuttings taken and the ground prepared for next spring's display; all of which will be labour usually regarded as manual, but which is well within the capabilities of a strong intelligent woman. It is similar with poultry and dairy work.

and dairy work.

Discussing this aspect of the war, the thought occurred to us how perchance a suggestion would be welcomed of a practical overall that could be slipped on and off as occasion required, and the result is the pictured example. The scheme is carried out in a deep sail casement cloth and brown American cloth. The salient feature, of course, lies in the lower or apron portion, which can, if preferred, be supplemented with a bib, upheld by the usual straps crossed at the back, in lieu of the more complete overall bodice suggested. This latter, however, has distinct advantages where gardening work is concerned, as the arms are fully protected, and can consequently be plunged into the muddiest earth or the dampest leaves with impunity. Precaution has been taken to mount these sleeves into a deep, free arm hole, while at the wrist the fulness is regulated by a slot and elastic, so that it can be pushed up the arm to any height without the slightest trouble. It may be further added for the guidance of the amateur that this upper part is quite distinct from the lower, the two being united by a narrow band of, the casement cloth. The waistbelt worn is one

of those wide leather affairs, completed by a serviceable buck. But, as I have said, the apron is the attraction, as it is hemmup to the depth shown with American cloth, which provide permanent protection for the knees when kneeling. Abothis facing comes a gigantic pocket of the casement cloth, ingenously divided into various-sized compartments—some long a narrow for a hammer or garden scissors, others shorter for tac or strands of bast, etc.

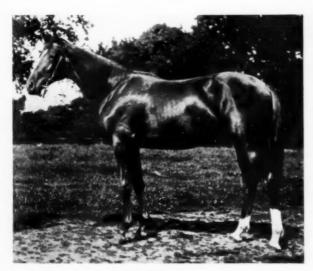
L. M. M.



A GARDEN OVERALL.

YEARLINGS FOR DONCASTER.—II.

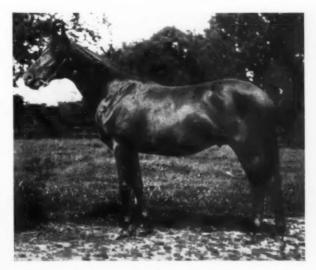
EFORE continuing my notes on the yearlings bred at such studs as I have been able to visit, I may, perhaps, mention that a friend, whose judgment in such matters is sound, reports very favourably of those bred by Lady James Douglas at the Harwood Several of them are certainly well and fashionably bred and, judging by their photographs, appear to be well grown and racing-like youngsters, especially the colt by Sundridge out of Cypress, a Cyllene mare. The Worksop Manor yearlings were fully dealt with last week; now for some which I have seen since then. The Sledmere-bred fillies will not be sent to Doncaster this year; I need, therefore, say little about them except to mention that whoever may be able to lease or secure by private treaty the beautiful bay daughter of Spearmint and Violante should have no reason for regret. Ten colts we shall see at Doncaster; nor do I know that a better lot have ever beca bred at Sledmere. At most studs it is comparatively easy to pick out the best; the best, that is to say, as regards make, shape and quality; but for my own part, I frankly admit this year, as indeed on previous occasions, the Sledmere yearlings set me a puzzle difficult indeed to solve. They come in two batches-five in each. In the first batch are a big col by Neil Gow out of Aida, by Galopin; a chestnut colt by St. Frusquin out of Alicia, by Bend Or; a chestnut by William the Third out of Startling, by Laveno; a chestnut by William the Third out of Honora, by Gallinule; and a bay by Desmond out of Miss Cobalt. These I place in the following order: 1. The Desmond out of Miss Cobalt. He is really a beautiful colt, and the opacity noticeable in his off eye will soon clear away, for it is merely the result of a slight and accidental injury. 2. The St. Frusquin out of Alicia, showing much of the Bend Or type, nice class, plenty of bone and standing on serviceable limbs. 3. The Neil Gow out of Aida, a hard, sensible-looking colt with a fine forehand and good second thighs. The William



W. A. Rouch
COLT BY GO TO BED OR CHANAAN—AFFECTION II.
(Harwood Hall Stud.)

the Third out of Startling is backward, but may well develop into something more than useful, for in him is the making of a racehorse. If I have hesitated a good deal in the sorting out of the first batch of the Sledmere colts, I do so still more when I have to deal with the second lot. Five good colts they are indeed. For absolute truth of symmetry I feel inclined to give first prize to the chestnut colt by Marco out of Queenlet by Berrill; but there is no getting away from the style and class of the bay colt by Desmond out of Dodragh. He is perhaps a shade better across the stifle than the Marco. Then what about the really wonderful colt by Bayardo out of Elizabeth M.? Such power, such depth of girth, such bone ! He may eventually be a racehorse of phenomenal excellence. He is, at all events, an extraordinary yearling. Another remarkably fine yearling is the bay colt by William the Third out of Veneration, dam of Craganour and Glorvina. No end of people will like him; in fact, a friend who was with me thought he was the best of Were one or two of the others out of the way, the big colt by Desmond out of Gelinotte would call for plenty of admiration. No doubt we will see it at Doncaster, for he is decidedly a high-class yearling. Which is the best of these five colts I do not know. First one, then another I ask Mr. Cholmondely to bring back for inspection, with the result that the best I can do, and that with much hesitation, is to put the colt by Desmond out of Dodragh first and to bracket the Marco out of Queenlet and the Bayardo out of Elizabeth M. for second place, making at the same time a mental note to the effect that were I in a position to do so, I would buy these five colts in the belief that, no matter the price paid, one of them would pay for the lot. A final Sledmere note is that, among others, there are in the paddock two foals of great promise, one by William the Third out of Veneration, the other by Bayardo out of Alicia.

The yearlings bred by Captain Fife at Langton Hall—winners of over 53,000sovs. have been bred at this stud—come up for sale on Thursday, the same day as those from Sledmere—there are thirteen—four of which are fillies, all so bred that they should eventually be valuable as brood mares. The best of these fillies is, I think—others will very likely be of a different opinion—the one by St. Serf out of Wild Jean, a beautifully bred mare



W. A. Rouch.

COLT BY SUNDRIDGE—CYPRESS.

(Harwood Hall Stud.)

by Sainfoin out of Kentish Cherry, by Kendal out of that good mare Cereza, by Petrarch. The filly herself is entirely free from any St. Serf coarseness, shows great quality and looks like racing. Much there is to like, too, about the chestnut filly by John o'Gaunt out of Lady Melton (dam of Taveta), by Melton out of Rigel, with her fine reach, well turned back and loins and apparent soundness of constitution. The other fillies are a chestnut by St. Frusquin out of Novantoe, quite a nice filly she is, showing plenty of freedom; and a sharp bay daughter of John o'Gaunt out of Rose Royal. A good many people seem to be obsessed with a conviction that the thoroughbred horse cannot carry weight-weight from a military or hunting point of view. Had they been with me on my rounds last week they would, I think, have arrived at a different conclusion, for they would have seen many a yearling possessed of the bone, size and power which would, later on, have enabled them to carry 15st, to hounds with ease. One such there certainly is at Langton Hall, a tremendous chestnut colt by Primer out of Chaffaway. Time to develop he does need, but there he is, a great, big boned, big jointed young horse; nor with all his size has he any suspicion of clumsiness, for so well is he balanced that his action is light and true. Of better "quality" is a big colt by Martagon out of Ena by Tan. Quite a colt of class is this, big enough for anything, nicely turned and balanced, with plenty of liberty and a kindly, honest eye. Then there is a big colt by Marajax out of Graces (half-sister to Collodion, winner of the Goodwood Plate). Marajax himself is a very good-looking horse, a well bred one, too, by Ajax (by Flying Fox out of Mary Seaton), and it is quite on the cards that this loose-limbed son of his will do him credit. The Langton Hall stallion Bona Rosa is represented by a strong, active, resolute looking chestnut colt out of La Flechière, a grandly bred mare by Jeddah out of Tingewich, by Childwich out of La Reine (herself a winner and half-sister to John o' Gaunt). He has, too, another

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promising colt out of Sauce Verte; and a colt, wonderfully well grown for a first foal, out of Cinnamomi (sister to the dam of Mount William). A beautiful picture we saw in the paddock before leaving Langton Hall, for there were two grand colt foals, one by Bayardo out of Chaffaway, the other by Sunstar out of Falling Star, playing about together. Then they broke away, and for a moment the Sunstar colt stood poised, a model of youthful strength and vitality, but so like his grandsire, Sundridge. It was a scene to remember and to recall if ever it should be that we see these two colts renewing in bitter earnest the friendly rivalry of their foalhood. From Langton Hall we fared to Mr. McIntyre's at Theakston Hall, whence nine yearlings-six colts-will go to be sold at Doncaster on Wednesday. In rare hard condition they are, several of them, too, bred to good hard lines of blood. There is certainly nothing "soft" in the breeding of the chestnut filly by Holiday House out of Betrothal (dam of Sponsor); a very nice, short-legged filly she is too, but I do not like her quite so well as I do the bay daughter of Farimar and Galimatias (dam of Wolf's Claw), by Galeazzo out of Mandorla (dam of Wolf's Crag), and so going back to Alice Hawthorn. If make, shape and breeding count, this filly is bound to race; she should, too, make a rare brood mare one of these days, and I have little hesitation in commending them to the notice of such buyers as may be at Doncaster. A promising filly-a good pedigree she has, toois by Santoi out of Julia Mannering (dam of winners), by Raeburn out of Balmoral, by King Lud. A hard, clean brown colt is by Holiday House out of Betty Agnes, by Giganteum (brother to Martagon); and there is a blood-like colt by Land League out of Sissie Yela, a mare tracing back via Spray and Sunray to Sunshine. The brown colt by Holiday House out of Aminta, by Tasso (by Orme out of the dam of Cyllene), is a first foal; none the less, he is well ribbed, with plenty of heart room, good back and loins, and possessed of a good constitution

More I should like to say about the Theakston Hall yearlings, but space is limited and there are others to notice, among them those at the Cottingham Stud-all, be it noted, home bred and reared. There is quite a good colt, well grown and standing on short legs and with plenty of length and reach, got by Santry out of Umbrosa, and so bred very much like Dealer, winner of the Aintree Derby in 1911. Quite a nice colt this, but not so taking in appearance as the bay colt by Bayardo out of Evadne very like his famous sire, full of quality and beautifully balanced. Mr. Simon Harrison is never optimistic, but he does believe in this colt-so, for the matter of that, do I; in fact, were it not that he turns his near toe in very slightly, it would be difficult indeed to so much as suggest a fault in him. If this is a good colt, here is a good filly-she must be a good one-by St. Frusquin out of Northern Light, by Ayrshire, and a study of her pedigree suggests great value as a brood mare. The success of Polymelus as a sire will naturally draw attention to the two Cottingham colts by that horse-one out of Lacroma, the other out of Marquetta (a winner), by Marco-a sharp racing colt is the latter, but a good many people will probably prefer the former; nor will admirers of the free moving big colt by Picton out of Shy

Missie be wanting. These yearlings come up for sale on Thursday.

At the Lound Hall Stud I noted quite a "superman" among the foals in the shape of a colt by Desmond out of Ardent. Among the yearlings is a regular weight-carrier-by Weathercock out of Ardent-a good mover, well shaped and just the stamp of horse to be secured by the Remount Department if ever the breeding of remounts is to be undertaken by the State. The majority of racing men will, however, prefer the distinctly useful colt by Neil Gow out of Dromdiah, by Desmond. Of the fillies, the best may be the one by Marcovil out of Beautiful Star, by Tarporley, sire of the dams of Cattistock, Marten and Herodias, all winners. These will be found in the Tuesday catalogue. Mr. J. Ladley breeds a lot of winning stock at the Stockwell Stud, many of them making very moderate prices as yearlings. What those he is sending up for sale on Wednesday will fetch I cannot venture to guess, but I do think that among them are several which should more than pay their way. There is, for instance, a really high-class filly by King's Proctor out of Bonny Creeper, by Bona Vista-more than likely, too, to become successful as a brood mare, for her pedigree will bear a lot of examination. Two nice colts there are, one by King's Proctor out of Giudetta, the other by Cock Sure out of Clifton Lassie. Of the two I rather prefer the former, and I have, too, a liking for a nice quality colt by Galloping Lad out of Nanita, for he reminds me not a little of what Garaveen was as a yearling. At the Wisdom Stud I was sorry to find Mr. Hoole himself far from well, but on the road, let us hope, to restored health and strength. His yearlings—seven in number—come up on Thursday, and if there is any "life" in the market, the good colt by Phaleron out of Lady Roberts should realise a good price; so, too, should the lengthy, racing-like filly by Land League out of Woodstock, by Flying Fox. Others of the team are well worth inspection, and all are in clean, hard condition. A final note is to recommend the attention of buyers to Major the Hon. P. Westenra's brown colt by Robert le Diable out of Madge Ford, to be sold on Wednesday.

T. H. B.

AGRICULTURAL NOTES

A SUBSTITUTE FOR POTASH.

S the supply of artificial potash manure comes almost entirely from Germany, and the existing stock is very small, with no immediate prospect of being increased by importation, the Board of Agriculture has given a timely hint of the manner in which this deficiency can be made good. People living near the seaside will have no difficulty, as seaweed contains a great deal of potash. Broad weed should be used direct as manue. Grassy weed and tangle should be dried and burnt. It is calculated that a ton of fresh weed would produce from twei v to thirty pounds of potash-enough to manure from a quai to half an acre of potatoes. Farmers and gardeners who dwell inland are advised to collect weeds, prunings, hedge clippings and so on and burn them. This advice is very good as far as it goes, but weeds and clippings of themselves yield a very small bulk of ashes. It was an old system in certain parts of Engla d to burn the turf once in three years, and this, although a laborious process, brought in good returns. At present the thrifty smill holder and the man who has an allotment are accustomed in autumn and spring to burn weeds and roots in the mass. often gardeners of great fame and skill give it out that there is no nourishment for plants in burnt earth, but experiments made at Rothamsted prove that they are wrong. Burnt earth is a fertilising material, and the stuff from the fire, which is composed of weeds with the earth still attached to their roots, clippings, prunings and general refuse, very greatly enrich the soil and help to make the grower more independent of purchased manure, which for a long time past has shown a marked tendency to go up in price.

THE FRESH OUTBREAK OF FOOT-AND-MOUTH DISEASE.

The recurrence of an outbreak of foot-and-mouth disease on the East Coast at Grimsby will certainly revive the idea that this dread malady has been deliberately introduced to add home troubles to the nation's food supply. It is more than singular that these outbreaks should always occur just when the Argentine is about to remove, or has removed, the embargo. Now, of course, the war would give ample excuse. The outbreak may, on the other hand, be due to some of the Irish cattle that have now been coming freely into some parts of England. It is to be hoped that the prompt action of the Board of Agriculture will be able to stamp it out without any spreading. With more cattle in the country and ample milk supplies, it would be a calamity indeed if foot-and-mouth disease made any headway.

THE COUNTRY OF PRODUCTION.

Of course, Christmas cards with the familiar device, "Printed in Germany." will be at a discount this year: but will the same apply to lamp chimneys made in Saxony? In ordinary trade we may expect to find such occurrences. But one would naturally expect the Royal Agricultural Society to be an entirely British Now it so happens that the "Royal" of England is going to hold an autumn exhibition of grain and seeds at Nottingham, in reference to which the Society has sent out a circular-letter commencing: "At the present time the local flower and smaller agricultural shows, which, as village fêtes, usually take place at this time of the year, are being postponed indefinitely, the general feeling being against the entertainment and amusements which always accompany such gatherings." Reference is then made to the forthcoming show, but it is rather interesting that below all this the water-mark in the paper, "D. Gestetner," shows out very prominent. In the ordinary course of events German agricultural tools and implements have not made much headway in England, the most useful that are used being the Germanmade magnetos in connection with petrol engines. With the advent of sugar beet cultivation some of the implements so used in the Vaterland were tried here, but the English farmers did not take at all kindly to them. English farmers and Scottish ones, too, should later on experience a welcome absence of the German potato for English consumers.

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Should We-like Nelson, in the Time of War, Turn the Blind Eye?

1. EARLY MARRIAGES AND LARGE FAMILIES. Hundreds of our men, parishioners, have answered the Nation's Call, and are now with the Colours. Their wives say to me, "We believe it will all come right in the end, but what are we to do now? You can't feed eight people on nothing."

2. THE FOLLY of the YOUNG SOLDIER, who enlisted years ago in the name of the stepfather (with whom he had grown up), and has since married in his own name. The fact has thrown his hardworking wife and child into utter confusion, though her lawful husband is doing his best at the front.

3. THE DISCLOSURES MADE BY THE SUDDEN SUMMONS to go forth in the service of the King. Some men ought to have been married months ago, that the women they had pledged might be saved. Mothers say, "We can't raise the money for a licence anyway, but for pity's sake do save my daughter and her coming child from starvation, and—if he should fall in battle whilst she is still unmarried—lifelong disgrace."

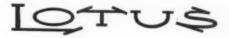
"England expects every man this day to do his duty." These men, at the peril of their lives, are trying to fulfil the obligation, and brave wives, even through their tears, say—"Go."

We have been told by paymasters all over the country, "There is no allowance of any kind payable out of Public Funds, except to wives and children of Soldiers."

Whilst we are trying to get these mercenary matters adjusted with the Paymasters, will you not in the meantime send help to the Vicar, Rev. W. H. Hunt, St. Mark's Vicarage, Old Ford, E.



No rise in the prices of Lotus shoes—same now as before the war.





VOLUNTARY SERVICE.

T a time when the shops of the leading industrial motor manufacturers are working overtime on the execution of big orders for the War Department, and the Madeleine-Bastille motor 'buses have been relabelled for the Paris-Berlin route, it may well fall to the lot of many private motorists to be required to put their cars into service in capacities never anticipated by their designers. Car owners have responded freely and promptly to the general appeal for help issued to them, but I cannot help thinking that many of those whose cars are registered as available for Government work have already decided not to put themselves out more than need be. This because members have complained that they and their cars have been kept standing idle for long periods and only occasionally employed for quite unimportant jobs, amounting to nothing more in effect than reducing the legitimate earnings of the ubiquitous taxi. After waiting a week in expectation of being required to conduct a Field-Marshal on a tour of inspection of coast defences, it is certainly annoying to be asked to carry a doctor's portmanteau from Paddington to Charing Cross. There have undoubtedly been many examples in which the willingness of the motorist to help has been exploited by people with no real right to his services.

On the other hand, I cannot help feeling that there is too much impatience noticeable among motorists themselves. It

is not altogether easy to realise—or to get others to realise—that by being content to "stand by," one may be acting as a more useful member of the community than the insatiable worker, but so it is. It is fairly easy and pleasant to bustle about in an important manner on the country's business with a blissful disregard for number plates or speed limits. It is a much harder job to sit and wait, and to refrain while so doing from interfering with the work of those for whom you are waiting. And yet many of the achievements that we admire most in history have amounted to little more than this. Waterloo was won by waiting, and, on another element nothing finer has ever been recorded than the behaviour of the crew or the Birkenhead.

To apply my point, let me refer to a specific example of what is required, but is difficult to obtain. The British Red Cross Society know that at any moment the War Office may appeal to them for a considerable fleet of motor ambulances to be put into commission promptly and to be employed at some unknown centre either here or abroad. With such a possibility in view, the Society have approached the leading coach - builders and

leading coach - builders and motor manufacturers experienced in body-building work, and have asked for the gift of simple ambulance bodies to be ready to be fitted on to any chassis that may become available. A most generous response has been received, and the Society have in this way, without incurring any cost whatever, become rossessed of about forty useful ambulance bodies so designed as to be readily adaptable to almost any make of chassis. These bodies represent two distinct types. The first is only suited for use on very substantial chassis, and for work over reasonably good roads. It consists of a stout wooden framework, with waterproof covering, providing accommodation for four stretchers. Two of these rest

on the floor boards, and the other two are slung from the roof. When it is found that a large number of less severely wounded men can be carried in a sitting posture, the lower stretchers are not used, and the floor boards over the central well of the body are hinged back, leaving the equivalent of a long double wagonette seat for about a dozen men. The disadvantage of this otherwise very useful type is that it does not represent the acme of comfort in the matter of stretcher suspension. The lower stretchers are not sprung from the body at all, and the upper ones are difficult to fit without allowing a certain amount of swinging or rolling when the vehicle is in motion. Rolling gives the patient a sense of insecurity and often has a physical effect similar to sea-sickness. Consequently, while this type of body will doubtless be very useful as it stands for certain classes of service, and possibly, with slight modifications, for all sorts of work, a second system has been standardised in greater numbers. This latter is merely a very light and simple wooden framework covered with waterproof canvas and having a fairly substantial floor. Direct to this floor is bolted an equipment known as the "L.X.R." This consists of a simple braced structure of steel tubes. The four upright corner tubes are slotted to receive the ends of horizontal bars from which the two stretchers are slung. When these bars are in position the weight of the stretchers is not carried rigidly, but is taken by stout coiled springs within the vertical corner tubes. This gives an additional suspension, over and above that of the car

over and above that of the car
itself, and at the same time does
not allow of any rolling motion
of the stretchers within the
vehicle. The Society have
purchased a considerable consignment of these equipments.

We now reach the point
at which the motorist comes
into the scheme. He is asked

We now reach the point at which the motorist comes into the scheme. He is asked to lend his car without charge to the Society, and if possible to undertake to drive it or supply a driver. He is further asked to sacrifice at once his own use of the car without any sort of guarantee that any immediate or even future use will be found for the machine. The car may be wanted, and, if so, it will be wanted at once and wanted for the most important work imaginable. People come to the Society with offers conditional on their cars being promptly and continually employed. This is, of course, almost uscless and distinctly impracticable. The Red Cross Society cannot regulate the number or distribution of wounded men in order to meet the convenience of motorists who want the credit of carrying them about. Sooner or later the cars with ambulance bodies will probably be needed suddenly and badly for heavy work. Motorists who can afford the running costs and the risk of



A LIMOUSINE AS AN AMBULANCE, The conversion was carried out by Barker and Company.

damage to the machine could hardly do better at the present time than put their cars unreservedly at the disposal of the Red Cross Society, allow the ambulance bodies to be fitted at once, and then wait patiently until, at some unknown instant, they will be wanted. It is possible that the occasion may never arise. We all hope that the ambulances owned by the War Department may suffice for all needs, but if they do not, then the good work will not fall to those who have reserved their cars for their own use, but rather to the comparatively few who have realised the value of "standing by" and keeping themselves and their vehicles always ready for service at a moment's notice.

H. W.

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THE CROMIES OF JURA.

ROMIE stags are, it is said, peculiar to the Island of They take their name from the Gaelic word for crooked, and are so called because their antlers, instead of following the usual type, twist sometimes forwards, sometimes back over the stag's shoulders, while occasionally one may be seen with one horn consisting of a number of short spikes clustering together and standing straight up, while the other curves back goatwise. The existence of these freak stags is difficult to account for. It has been suggested that inbreeding may afford the clue, and in support of this it is certain that deer have existed in Jura from very About 1500 A.D. the island was summarily described early times. by a casual adventurer as "a horrible Isle, fit habitation for Deer and other wild beasts," and however libellous this statement may appear to those who, like the writer, know the beauty of its wild grandeur, it appears clear, at any rate, that at this time deer frequented its solitary glens and corries. On the other hand, cromies are even here rarely to be seen, and the island produces many magnificent trophies of the regular type of royal and other fine heads. Only a year or two ago the writer saw a royal of over 20 stone and with a spread of 30in, grassed, and stags have been shot up to 26 stone, and this despite the fact that feeding is not resorted to. It seems probable that if inbreeding was the cause of the very occasional cromies' existence, that its effect would have become apparent in a general decline in quality both in heads and weights. Perhaps an old native legend, however incredible, is worth mentioning. An old gillie once told me that when a hind in the act of conception saw before it some of the wild goats which live round the island's rocky and precipitous shore, and had before its eyes the twisted goat horns, its calf, if it proved to be a male, reproduced to a certain extent the twisted shape of the goat horns. A few cromie heads were shown at the Red Deer (COUNTRY LIFE) Exhibition of last year, and caused considerable interest among visitors, and whatever may be the cause of their existence. they are naturally, on account of the extreme rarity, a very coveted trophy.

One day, by good luck, I got my chance. No head had been seen for a considerable period, when one night a shepherd reported that he had seen a cromie that afternoon far away on a beat washed by the Atlantic, and I was told that next day I could try for it. After an early breakfast and a drive of several miles, the stalker and I set out for a likely spying point. The day was a perfect one; clear blue sky and a cool and steady northerly breeze, and as we trudged over the soft and mossy low ground the freshness of the air and scent of the heather in full bloom conspired to make the memory of hot pavements and stuffy old London sink away into oblivion. An occasional covey of grouse-the young birds still very small-and the croaking of a distant raven were the only signs of life. After a couple of hours' steady walking we began to get into likely country, and sat down to try our glasses. It was a Upon a spur of a hill, 1,500ft. above seaglorious scene. level, a great expanse of undulating moorland lay spread out below, intersected in every direction by rushing burns and patches of bracken, with its fresh green, and occasional clumps of wild birch. Ahead the majestic crags rose like a great barrier across the island, with bands of deer faintly discernible in the distant corries, while between them lay a shining strip, which must be a big loch, half hidden as it is from our view. Behind us, and looking over the country which we had traversed, lay the Sound of Islay flowing like a gigantic river, and reflecting in its waters the deep blue of the sky. Right over Islay we could make out the coast of Ireland and the entrance to Loch Foyle, and away to our left Colonsay lay-the only land between us and America. It was enough to make any man feel that life is indeed sweet. Not a glimpse could we get of our friend the cromie, though many other stags could be seen. Eagerly we searched the ground with our glasses, and after a hasty

lunch pressed on. Suddenly as we were just looking over a small rise in the ground the stalker ducked. I followed suit, and crawling up looked over a peat bog. Was it the cromie at last? Instead I saw a beautiful ten-pointer, with a wide and shapely head, feeding quietly not 50yds. before us. "Will you tak yon?" said Sandy. "Maybe we'll no get anither chance." It was a rare temptation, as anyone accustomed to the chances of the hill, and knowing how deer shift their ground in a night, will appreciate. Perhaps the shepherd had been mistaken, and had thought a young stag with spikes was a cromie. However, we decided to push on, and made a considerable detour to avoid disturbing the ten-pointer.

At last, when nearly giving up hope, and thinking regretfully of the chance I had missed, we saw our stag. Away below us, on a flat stretch of ground, the cromie was feeding by himself. He was in a nasty place. A small and shallow drain with rush and grass growing along it afforded the only possible line of approach, but a band of hinds were lying some distance below our stag, and it seemed certain that they would get our wind, and then all would be up. However, Sandy and I agreed that it was the only chance, and started down the hill with the greatest caution lest we should run up against any deer in the numerous hollows between us and our objective. We reached the drain, which proved to be about 6in. deep and full of semi-stagnant water, and found that the grass and rushes afforded very thin cover. Slowly, and moving the rifle foot by foot along its edge, we crawled along the drain, keeping one eye on the hinds and the other on our cromie. The wind seemed to be drawing a shade more in our favour down here. Hope ran high. Suddenly a hind on the nearest edge of the band raised its head. "Tak him noo," said Sandy, and resting my elbows on the edge of the drain, and with grass waving over the fore-sight, I covered As I did so he turned broadside on as the hinds the stag. moved and I fired. Off he went to the shot at full gallop. Dash it all, I've missed him," I groaned, but as I said it he stopped, swayed slightly and toppled over.

It was a proud man that walked back beside the deer car! "Oh, you beauty!" I muttered, but really that he was not.

CORRESPONDENCE.

SCOTTISH RED DEER.

In reply to the queries contained in your letter of the 22nd ult., as regards 1, I do not believe that any satisfactory scheme of co-operation can be arranged between the owners of deer forests generally. Even in a more or less isolated block, say, of half a dozen forests, such as exists in my own district, we have found it impossible to carry out any scheme because one or two portions of forests are let to yearly tenants, across which the stags roam in the autumn. As regards 2 (a and b), I believe that in a forest like my own, where there is good spring grazing and a good winter shelter of scrub oak, etc., in gullies and broken ground, and where the snow does not lie for any considerable time, one is just as well without the introduction of "park" or foreign blood, and that young hinds and calves introduced from other good forests afford quite sufficient change of blood to maintain first-class heads; but this only applies to forests where there is really good grazing and good shelter. I did introduce three "park" and one Caucasian stag, and it is quite easy to recognise the imported strain in the progeny. The stags may be heavy and the heads on the whole more massive; but, still, my wildest and best heads are from purely native stags, and I shall not introduce any more "park" blood. There is no Scotch forest where the natural feeding will maintain both the heavy bodies park" deer-you sacrifice one or the other, and it may probably be the heads. Also, we do not want to encourage in our Scotch forests the palmated type of horn so prevalent in "park" deer. My forest has been brought to what it is without artificial feeding, but what we suffer from mainly are prolonged spells of wet weather in winter. As regards No. 3. I hesitate to express an opinion; it depends what percentage of "rubbish" a forest contains, and how far an owner can depend on "proper supervision."

A near neighbour of mine, who let a portion of his forest, allowed "switch horns" to be shot by a tenant without counting them in the limit. For my part, some of my finest stags, and I may almost say some of my most striking

heads, have been "switch horns."—C. D. Rudd.

P.S.—We lost more than half our hinds and pretty well all our calves in the winter 1912-13. We had twenty-three inches of rain and only three dry days in that December and January, the November and February being also wet.—C. D. R.



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FOR TOWN AND COUNTRY.

T first sight it seemed to those of us who could not take an active part in the defence of our country take an active part in the defence of our country that the only way we could help was by giving in money and kind. 'Give by all means, it will all be needed; but remember while doing so that prevention is better than cure. The chief cause of distress is unemployment. Therefore by merely living our ordinary lives and maintaining the natural demand for manufactured goods we are also doing good, and the firm which carries on business as usual during the war is not merely behaving in a commonsense way, it is helping the country. Such a firm, for example, is that of Dickins and Jones of Regent Street. During the III years of its existence this famous house has weathered many wars, but it has always maintained an honourable tradition wars, but it has always maintained an honourable tradition for its dealings, both with its clients and staff. These traditions are being maintained at the present moment, and will be as long as the public assists. It must be remembered that 2s. 6d. in every pound spent with Dickins and Jones goes in actual wages, to which must be added a large percentage spent in feeding and housing. When one includes the huge amount wages, to which must be added a large percentage spent in feeding and housing. When one includes the huge amount devoted to labour in the manufacture of materials, the greater part of which must be produced in the United Kingdom, it will be understood what a vast number of persons are dependent directly and indirectly on the firm. At the same time, their places are being kept for those men who have gone to the war, and half pay is being allowed to married employés while on active service. The staff of designers and workers are now busy preparing new models for the autumn, and far from being dismayed at being denied inspiration from the usual Continental centres, they are proud and confident at being left to their own resources, realising that it is "up to them," too, to make good for England's commercial reputation. Finally, the system of business during the war will be the same both as regards prices and credit as heretofore.

LOOKING AHEAD IN THE GARDEN

In our anxiety to ensure that the kitchen garden shall yield to its fullest and most serviceable extent during the coming winter we have been rather apt to overlook the claims of the flower garden, so that the Autumn List of Bulbs, Hardy Border and Rock Plants, etc., just issued by Messrs. Pennell and Sons of Lincoln, comes as a timely reminder. The reality of war changes one's outlook towards everything, and therefore it is not surprising that when one opens the book at "Household Bulb Culture," a subject one opens the book at "Household Bulb Culture," a subject which is acquiring fresh interest every year among town dwellers, one's first thought should be: What a pleasure a few bulbs of well grown, fragrant narcissi or hyacinths or daintily gay tulips or crocuses would give in a soldiers' hospital. The improvement in the flowering qualities of bulbs specially grown for this purpose has been very marked of late, and we are glad to see that Messrs. Pennell have the courage to depart from the one-time universal Joss Lily, which seems to become a more fitful bloomer every season, and to suggest Polyanthus and Poetess Narcissi instead. For the same purpose we would recommend that special attention be paid to the winter flowering and forcing plants, where, apart from the familiar azaleas and begonias, will be found deliciously scented Wistaria sinensis, laburnums, brooms, lilacs and other decorative yet restful ms, brooms, lilacs and other decorative yet restful Garden bulbs and hardy perennials are fully represented in all their newest varieties, and one page of the catalogue which deserves to be kept for future reference is that containing copious lists of plants for water, water's edge and moist places, for the wild garden, for crevices in paved walks, rock garden, etc.

CONCRETE CONSTRUCTION AND FIREPROOF BUILDINGS.

CONCRETE CONSTRUCTION AND FIREPROOF BUILDINGS.

The problem of how to erect small buildings of the cottage or country villa type in accordance with the requirements of modern comfort, sanitation and so forth, substantially and yet economically, is one which increases in importance every day, and as a possible solution we would direct our readers' attention to a pamphlet recently published by the Harrison Smith Buildings, Limited, Vauxhall Works, Dollman Street, Birmingham. The name of this firm has long been associated with the designing and erection of bungalows, shooting-boxes, hotels, sanatoria, etc., and they have acquired a name for the excellence of their wood and iron buildings for all purposes. For several years, however, they have been specialising in concrete construction, and they now strongly recommend it, especially for cottage work. Its advantages are that a hollow wall can be built of ogin. thickness as against 14in. in brickwork, thereby effecting an economy in room which is most important in cottage building, besides ensuring warmth and dryness. Again, the sand, ballast an economy in room which is most important in cottage building, besides ensuring warmth and dryness. Again, the sand, ballast or ashes for making concrete are often more easily obtained in country districts than made bricks—often, indeed, they are found on the actual site—so that great economy in carriage and material is achieved. As regards strength, concrete employed on the Monolithic principle, which is practically a solid, jointless wall, is of greater strength than brick, while, if asbestos tiles are employed, the building may be regarded as fireproof. Another excellent Harrison Smith design is that of a fireproof motor-cycle house. In this shed the walls and roof are entirely constructed of "Asbestilite" fireproof sheets fixed to a strong framework. The roof is lined with matchboarding and there is a substantial floor. The folding doors are equipped with lock and bolts and lighting and ventilation are thoroughly ensured. are equipped with The whole thing is made in sections for bolting together, and is delivered carriage paid in any part of England and Wales.

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AT PETER ROBINSON'S.

purpose, correct in cut and material and at a reasonable price, at the shortest notice; while we would recommend their little pamphlet to all in search of guidance on the subject.

PEACE SERVICE.

It is a common-sense statement, and we have made it before, that since all things work in circles, and, therefore, since bad trade reacts upon the whole community, people of settled income ought not to economise too severely and make shift with old clothes this autumn and winter. For one thing their half-worn garments will be most gratefully accepted by the poor Belgian refugees who are pouring into the country at the present time, and for another they will be helping to keep the wolf at bay for many a factory hand and shop assistant. Among the manufacturers who are working normally for the present with full time work and full complement of hands, are the Lotus Shoe Makers of Stafford. This firm have announced their intention of continuing work on their usual lines as long as possible, and also of providing for the wives and families of any of their employés who have been called to the war. But public support is essential; without it the most patriotic firm must, sooner or later, reduce their output and their staff.

A PATRIOTIC OFFER.

We have much pleasure in announcing, for the information of any of our readers who contemplate placing their houses at the disposal of the Government for the use of wounded soldiers, that Messrs. George Jennings, Limited, the well known firm of sanitary engineers of Lambeth Palace Road and Dover Street, Piccadilly, will undertake preliminary inspections of drainage and sanitary arrangements free of charge.

POSTPONEMENT OF THE ODOL PHOTO COMPETITION.

Readers will remember that the Odol Chemical Company started a few weeks ago—shortly before the outbreak of wal—a photo competition, which was announced in this journal during July. Numerous prizes were offered, and October 31st was to have been the closing date of the competition; but the unfortunate turn of events has rendered such a thing entirely out of place, and it has therefore been decided to postpone he competition until a more favourable opportunity presents itself.

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COMMONSENSE ECONOMY

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THE BORDERLAND PONY IN WAR TIME.

HE ponies the cause of which COUNTRY LIFE has for so long advocated seem now to be coming to the front. The losses in horseflesh have been enormous. Now is the time to take stock of our resources. are probably still a good many hunters and some draught horses available, but, as your correspondents have suggested, there is still the comparatively unworked mine nave suggested, there is still the comparatively unworked mine of the ponies of England. The first question is, Where are they? What we want first of all is the bigger ponies, which the late Lord Arthur Cecil used to call the Borderland pony. These ponies are those which we find in considerable numbers the late Lord Arthur Cecil used to call the Borderland pony. These ponies are those which we find in considerable numbers in the districts bordering on Wales, on Exmoor, near Dartmoor, and in the Fell country or the New Forest. They range from 13h. 2in. to 15h. in height, are of varying types, from the high-class hack or polo pony to animals which show some admixture of hackney or cart blood. But the native pony which is their foundation is very prepotent, and no matter what cross we introduce, if we have through the dam some pure mountain or moorland blood we find the Borderland pony is hardy, handy and stout, with powers altogether out of proportion to his size. The Borderland pony is a weight-carrier, and every neighbourhood where these ponies are found are rife with stories of their endurance. I have had specimens of them all and have never had a failure. In my very young days we had a 14h. Welsh pony. He came to us at seven years old, and died almost in harness twenty-three years later. He carried us all in turn, and to the last would take hold of his bit when in harness if anything attempted to pass him on the road. He was a chestnut about 14h., with plenty of substance for his size. He was a hunter, hack, harness horse, and on occasion could shift a quite big load. Many years after I was in Wales, and spent a long day riding round the valleys and hills with the late Sir Richard Green Price. He mounted me on a chestnut pony (14h.), which reminded me of our old pony. I ride about 13st., and after the long day which that pony had carried me he came home gaily at night. I think everyone in the New Forest will recollect the late Lord Arthur Cecil's bay pony, Puck. Lord Arthur must have ridden well over 18st., yet that pony would carry him out colt-hunting in the autumn and through a long day of spring judging in the New Forest, which means many Arthur must have ridden well over 18st., yet that pony would carry him out colt-hunting in the autumn and through a long day of spring judging in the New Forest, which means many hours of riding over rough ground. Lord Arthur had at least three other ponies which could, and would, carry him over the Forest. Again, while on Exmoor I bought a mare about 14h. 2in. or a little more, which undoubtedly was of Exmoor origin with a considerable dash of hackney, but she was a good mare, and would carry a man through a long day's stag hunting. Later I had two ponies of the Exmoor and thoroughbred cross. I broke them both in myself, and handier ponies one could not I broke them both in myself, and handier ponies one could not wish to find. These two were pony height, and are still playing polo—one in England, the other in India. Now, these ponics were all the result of the crossing of stallions, principally of thoroughbred, but sometimes of Arab or hackney blood, on mountain or moorland mares of the true hardy Forest-born sort. The origin of this class of pony on Exmoor is the necessity of the farmer to have something that he can ride, and his desire that his pony should carry him with the staghounds or harriers. He knows the value of the Exmoor or Dartmoor blood, but he He knows the value of the Exmoor or Dartmoor blood, but he wants more size and power. As a rule he takes the nearest stallion, preferring blood, but taking what he can find, so that I have often seen a smart pony with a hackney head and action. The farmer prefers blood, and the National Pony Society, which on its polo side is much interested in the Borderland pony, has persuaded the Board of Agriculture to provide premiums for stallions of the type likely to cross with Exmoor or other native breeds. Some good may be expected from these, although the fees are too high. Indeed, during the war, and while the resulting horse famine lasts, I think that all Government stallions should be free to approved mares. stallions should be free to approved mares.

These Borderland ponies are supported by a good market for the best and biggest as polo ponies and hunters, and by the demand for the others for harness work or general ride and drive purposes in the big towns bordering on the districts where they are bred. I know, for example, that some of our largest breeders of New Forest ponies find a market for them in Bournemouth. There are several families of these larger and improved Borderland ponies in and about the New Forest, and one of this sort I know well as an excellent hunter with the New Forest Hounds. Ponies of this class are useful for saddle and harness at from 13h. 2in. to 15h. The late Lord Arthur Cecil used to drive a very smart pair of black ponies which he bred himself from his Rum ponies. They could trot nine miles an hour in a wagonette with a good load behind them. They did this easily, and I never saw them really tired. Some years ago I bought a pair of Welsh cobs for a relative; they were pony bred and not 15h. Better carriage horses for a stiff, hilly country I never saw. They were such splendid ponies to hold back the carriage on a steep hill, and were always ready to feed, no matter how long the journey. I recollect on one occasion they took us in the morning to a meet of hounds ten miles away. In the evening there was a case of illness and they went seven miles to fetch

the doctor. I saw them when they came back; they had been bustled along, but looked quite ready to go out again.

This is the class of pony of which we have a great supply. They will generally be found in hard condition, because, as a rule, when in doubt, we order out the pony for extra work. I have owned two ponies not over polo height which have given me many a long day's hunting when the horses were unable to come out, and there was a grey pony belonging to a friend for which no day was too long with 14st. in the saddle. But, indeed, the more we know ponies and the longer experience we have, the more convinced we become of the value of the Borderland pony. These are the ponies of which your correspondents write in such terms of praise. It is now fifteen years ago since Sir Walter Gilbey, Sir Richard Green Price and the present writer advocated the use of ponies for military purposes in the event of the great war which has now come to pass. The South African Campaign made the usefulness of ponies clear; but surely if, in that crisis, they were useful, how much more for a defensive force in England, where transport would be easy. Those of use who have seen, for example, the New Forest pony at worship in the Forest trucks know that, in a country like ours, here is ideal squadron transport ready made to our hands.

ideal squadron transport ready made to our hands.

It is rather difficult to say in what numbers ponies of the class exist, for there are a great number of useful ponies the one never sees. They are living in remote parts of Wales All those just below and decidedly above polo height do no attract attention. Yet I have no doubt that it might be possible to collect a large number. It must be recollected that there is and always has been, a ready sale for such small horses in their native districts, besides the numbers which are bred because the owner wants a ride and drive pony for his own use. On late years, since the mountain and moorland breeds have been encouraged by premiums and protected by stud books, the number of mares of pure pony blood suitable for crossing with Arab or blood horses is increasing rapidly, and these Borderland ponies are sharing the improvement of the breeds on which their peculiar excellences are founded. The Board of Agriculture would do well to have these ponies inspected and a rough census made, not only because, as "H. P." says, they may be useful in the present emergency, but because from time immemorial mares of these improved or enlarged classes of ponies have, when crossed with thoroughbred horses of hunter type, produced the best horses of the hunter, that is of the best, sort for troop horses. My own experience as a judge has convinced me that nowhere in England do we see such four year olds of hunter type as at those shows which border on pony-breeding districts.

T. F. Dales.

RACING NOTES.

HAVE a letter from a French breeder, in the course of which he says: "We are for the moment busy in giving the Germans a lesson—the last they will require—but I hope to be able to buy a few more mares in December, if still alive. Should all go well, could you arrange to have them kept for me in England for the moment? For although I have no doubt that before the December of Sales begin we shall have well beaten the enemy, affairs will not perhaps have had time to settle themselves. . . Your soldiers are superb—every one is brave. If only you could send us more of them, three times more, it would not be long—but there is nothing to fear, I give you my word." There is, as the cheery writer of the letter from which I have just quoted says, nothing to fear—nothing, that is to say, as to the final issue of the tremendous war in which we are taking part; but the sooner it is over the better, and that it may be sooner, let each and all of us lend every effort and assistance that we can. In a report, said to be official, I notice that, as regards the horses belonging to our Army, it is stated that, "In consequence of the amount of oats and hay in the fields they are in excellent condition."

Whether State-aided breeding establishments are desirable in this country is a matter of argument, but there might well be depôts to which three year olds could be sent. It may be said that there is little connection between racing and the supply of remounts; but, as a matter of fact, there is a good deal, for the racecourse is the ultimate test of the thoroughbred horse, and it is by judicious use of thoroughbred blood—no other—that horses best adapted for remount purposes can be bred. It cannot, indeed, be too strongly stated that the thoroughbred horse is, in fact, the most enduring and the hardiest of constitution. A great many people have no knowledge of the thoroughbred beyond that derived from seeing them on a racecourse or perhaps in palatial training stables; but the thoroughbred reared as ordinary half-bred stock are reared, will stand changes of temperature, privations and hardship better by far than animals of softer nature. It would, no doubt, require time and a considerable initial expense to secure a supply of thoroughbred horses suitable for remount purposes; it could be done; but it would not be difficult to secure three-quarter bred horses in sufficient numbers. There is, however, a difference of opinion as to how horses of this sort should be bred. Some people maintain that the "thoroughbred" strain of blood should come through the sire, others the reverse. There have been few more practical men than the late Duke of Beaufort and this is what he had to say: "There is only one thing of



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which I am quite certain, and that I have learnt by experience; that is, that to breed a good racehorse or a good hunter you must have a speedy mare and a stout, staying horse. I know a hunter have a speedy mare and a stout, staying horse. I know a hunter by a thoroughbred out of a slow, underbred horse never can gallop, and that one by a carthorse out of a speedy, well-bred mare can. I have also watched the produce of slow, staying mares and never saw a good racehorse bred from them." In another letter a propos of the breeding of hunters (therefore of horses eminently adapted for remounts), the Duke said: "What are wanted are better mares—more of them and better bred." The whole question of the breeding and supply of horses for military purposes is indeed, one which will have to be bred." The whole question of the breeding and supply of horses for military purposes is, indeed, one which will have to be seriously considered, not for present purposes—it is too late now—but for the future, and at that I leave it for the time being. I might, by the way, mention that up to within a few weeks of the declaration of war, foreign—German—agents were outbidding our own remount buyers. Over one of these purchases there was some little feeling between the foreigner and our man, and by way of consolation or "rubbing it in," as the case may be, the foreigner remarked: "You need not mind, you'll see him again in a month or two, and then you can get him if you can."

As regards racing, the immediate outlook is satisfactory. Some fixtures will, perhaps, be abandoned, but judging by the success of the meetings recently held at Gatwick and Manchester, those which it is possible to hold between now and the end of the season will receive plenty of support. Mr. E. Hulton is always delighted to win races at Manchester, and all but succeeded in bringing off a treble event there on Friday last, for although Pennant only managed to get second to Barbed Wire in the Manchester Nursery Handicap, Silver Tag, by Sundridge out of Silver Fowl, won the Manchester Breeders' Foal Plate, and Woodwild the Cromwell Handicap. Nor was this all, for on the following day Torloisk, a goodlooking and well-bred colt, by Gallinule out of Jongleure, credited him with the Michaelmas Plate. He supplied, moreover, the favourite—Green Falcon—for the Prince Edward Handicap, but the colt was beaten by both Fiz Yama and Bowman, the latter winning the race for Mr. G. Larnach.

The weights for the Cesarewitch and Cambridgeshire Stakes

latter winning the race for Mr. G. Larnach.

The weights for the Cesarewitch and Cambridgeshire Stakes were published in last week's Calendar, but discussion concerning them may be deferred until next week, when we shall have had time to study the acceptances. It may, however, be noted that Florist is evidently considered by the handicapper to be a pretty useful colt all round, for with 8st. 13lb. he is top weight but one—Junior (9st. 2lb.)—in the Cesarewitch, and with 8st. 11lb. occupies the same position in the Cambridgeshire, the top weight here being Maiden Erleigh (9st.). Trenton.

PARCELS FOR THE FRONT.

UR note on the kind of parcels that will be most welcome at the Front has called forth several enquiries for fuller information. It is evident that a great number of people who are anxious to forward comforts to their friends and relatives are very hazy about the sort of things that will be most In order to help them, we have had a conversation with one who was through the greater part of the South African Campaign, and had full experience of its hardships. In the main tems. Concerning socks, he was entirely in agreement with what we said, but pointed out that they must be of pure wool. These can always be bought ready made and well shaped. If, These can always be bought ready made and well shaped. If, however, they are made at home, due allowance must be made for shrinkage. The same remarks apply to knitted jackets and cardigans, which should be of the khaki-coloured wool, sold for the special purpose of soldiers' requirements. Less intricate than socks and cardigans and, therefore, likely to be more popular with young workers, are cholera belts, which must be of a good width, also khaki-coloured comforters. Instead of cholera belts, however, many men prefer double-fronted Jaeger pants. They answer the same requirements cannot ruck up and pants. They answer the same requirements, cannot ruck up and are less trouble to put on. To quote South African experiences again, woollen Balaclava caps were greatly appreciated at night, especially when accompanied by mitten-gloves made like a baby's, with a shaped thumb only, or half-fingered

mittens.

With regard to shirts, our friend fully endorsed all we said, but expressed a personal preference for Viyella on account of its soft texture and unshrinkability, though, of course, everyone will have their own opinion on the subject. Shrinkage is the great thing to be combated. To this end, if the things are not bought ready-made, unshrinkable materials should be used, and ample room allowed in cutting. They must be shaped well, and allow for free play in the right places—wide armholes and wristbands, likewise necks, which must be cut out sufficiently in front, so as not to pull. There must be plenty of room between the shoulders, and, above all, length under the arms, so as to permit of raising them without pulling.

These remarks apply equally to knitted jackets, and also to nightshirts, bed-jackets, etc., if Red Cross work is

undertaken, since they not only add greatly to the comfort of the wearer, but also to the life of the garment. One word about the making. We are quite sure that many a kind-hearted reader has already embarked, or meditates embarking, upon a lengthy course of needlework for those at the Front, but if those with means would buy material and pay to have it made up they would be helping many a woman who otherwise would feel the pinch of war during the coming months, and lessen the responsibility of the whole community. The work requires organising. In a village or small country town it would be best if all the cutting out were done by one competent person using approved patterns, and we have made arrangements to supply these, as passed by the Red Cross Society, to anyone who wants them for a nominal price. Then, after the little dressmakers and needlewomen who applied for it were set going, pre-

who wants them for a nominal price. Then, after the little dress-makers and needlewomen who applied for it were set going, preference should be given to the wives and relatives of soldiers, and they should be paid a fair wage—not expected to do a day's work for half a day's pay. Knitting could be done by the old people, and even the children could earn a little by hemming handker-chiefs, knitting and crocheting plain woollies, etc.

This by the way. To return to those on active service, our informant particularly suggested including in the parcels cheap soft handkerchiefs which could be used and thrown away. There is neither time nor opportunity to wash them, and by far the best article is that which is of so little value as to be hardly worth keeping. Another item was strong leather bootlaces. The absence of bootlaces may make one feel very uncomfortable, and yet to of bootlaces may make one feel very uncomfortable, and yet to replace these apparently trifling articles on the field is impossible There is an impression that the soldier in war time does not worry about shaving, but whenever opportunity arose during the Boer War the first luxury the men allowed themselves was a shave. Razors, therefore, either ordinary or cheap safeties, should be sent, and with them a quite small, cheap shaving brush and one of those tiny round mirrors that can be bought for a penny or twopence anywhere. The owner of such a glass was an envied man in South Africa. in South Africa.

Another useful suggestion is an extra housewife. The one ordained by the regulations soon gets lost or emptied, and is not easily replaced. Its successor should be a small cloth case fitted with coarse thread—not cotton—large-eyed needles that will take the thread, and large-holed shirt buttons that will that will take the thread, and large-holed shirt buttons that will take the needles. The well-meaning person who remembers the big needle and matches it with a button it cannot go through deserves the anathemas she will assuredly get. Do not bother about a thimble; men will not use them. A strong knife, with a swivel attachment so that it can be worn at the belt, will be appreciated, and a folding combination knife, fork and spoon even more so. Postcards may be regarded as bread cast upon the waters, and should be accompanied by pencils, preferably those fitted with metal caps.

Finally, first on the list of creature comforts welcomed in South Africa came tobacco, which, on the whole, was more appreciated than cigarettes, especially when accompanied by cheap pipes, though cigarettes, also the materials for making them on the spot, are also liked. Thick, solid, plain chocolate was very welcome, but unfortunately the softer fancy kinds came in such quantities as to be almost nauseating. Dried fruits are a welcome change from chocolate, and many men like peppermint. Soap has been suggested, though the men had

fruits are a welcome change from chocolate, and many men like peppermint. Soap has been suggested, though the men had little difficulty in getting this as a rule, and would have less, we imagine, on the Continent; but flat penny tins of vaseline for abrasions and boracic powder to dust inside their socks are two useful hints which have been put forward.

When packing be sure that tobacco and chocolate are in tinfoil and air-tight cases; if not, make them secure by sealing the openings with a strip of that adhesive canvas stuff that is used for securious photographic files for foreign use. It is called

used for securing photographic films for foreign use. It is called in the trade, we think, "lasso band."

in the trade, we think, "lasso band."

According to a leaflet issued from the War Office, the address of all letters and other postal packets intended for members of the Expeditionary Force should include: Regimental number, rank, name, squadron, battery or company, battalion, regiment (or other unit), staff appointment or department, British Expeditionary Force. Special care should be exercised in addressing correspondence for officers, non-commissioned officers and men who may be detached from their units and employed in other appointments. In no case must the name of any place and men who may be detached from their units and employed in other appointments. In no case must the name of any place be inserted in the address. The rates of postage on parcels will be: On parcels not more than 3lb., 1s.; on parcels over 3lb. and not over 7lb., 1s. 4d.; on parcels over 7lb. and not over 11lb., 1s. 7d. Parcels will not be accepted for registration, or insurance, or for express delivery. Consignments outside the limits of the parcels post should be securely packed and clearly addressed to the individual or unit for whom they are destined care of Military Forwarding Officer Southamaton destined, care of Military Forwarding Officer, Southampton Docks. They should not be addressed to any oversea destination. Packages intended for the troops generally should also be addressed Military Forwarding Officer, Southampton Docks. The label should show the general contents of the package and the name and address of the sender. No goods of a perishable nature or likely to cause damage are to be sent, and packages containing fiquors, etc., should be so marked. Special labels can be obtained on application to the War Office. Cases must be screwed, not nailed or locked, and no single package is to be below 11lb. or exceed 56lb. in weight. Carriage should be paid to Southampton.



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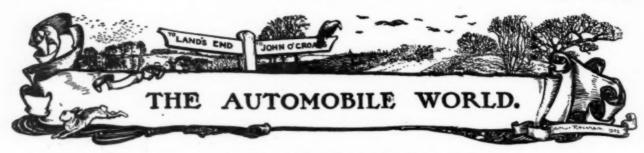
Accounts. Our credit system continues as usual, and we hope our customers and the public will purchase as liberally as possible during the War, thereby assisting us to keep our staff at its full strength and incidentally helping the business to proceed as usual.

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RANDOM COMMENT.

GREAT deal has been written about the important part which the motor vehicle is playing in the war, but little mention has been made of the useful work which has been done in a quiet way by motor-boats at various parts of the East and South Coasts. For the last year or two the Admiralty has been considering the uses to which privately owned motor yachts and boats might be put in times of extreme pressure on the Navy, and it was known among the yacht clubs that a scheme had been prepared and approved in principle by the authorities. Unfortunately the scheme in question had not got beyond the paper stage when hostilities broke out, and a hastily summoned Admiralty Committee, on which the two leading motor-boat clubs were represented, had to improvise the necessary organisation at a few hours' notice.

It is, therefore, all the more satisfactory to learn that a large number of motor-boats is already in commission at various parts of the coast and, from all accounts, are doing most useful work in connection with the transport, examination, patrol and police services and for despatch carrying in and about the naval ports. The boats fly the White Ensign, are painted the regulation grey, carry numbers on their bows and are manned by officers and men who are attached for the period of the war to the Royal Naval Volunteer Reserve, the new force being known as the Royal Naval Motor Boat Reserve. All the boats, most of which are of the cabin cruiser type, are lent by their owners, and the latter, if willing and competent to take charge of them, are granted temporary commissions in the R.N.V.R. The men are enrolled under two new ratings, chief motor-boat men and motor-boat men, the former ranking as chief petty officers, and the force, of course, is under naval discipline and has been given an appropriate uniform. Consumable stores, fuel and lubricating oil are supplied free, and loss or damage incurred in the Service is made good by the Admiralty. Officers and men receive the pay and allowances usual for their respective ranks and in

ranks and in most respects are on the same footing as men in the regular Service.

It happy idea which inspired the naval authorities to make use in the present emergency of the large number amateu and professional y a c h t s m e n who are intimately acquainted with our home waters and accustomed to the handling motor - boats of yachts in kinds of and all

weather. In these times there are many duties, such as those enumerated above, which can be performed as well, if not better, by volunteers from the ranks of yachtsmen as by men whose lives are chiefly spent in learning the routine of a man-o'-war. The new Motor Boat Reserve is evidently utilising to good effect material which is abundant all round our coasts and releasing for more important duties with the Fleet itself men whose special training would be largely wasted if they were employed in boat-work in the harbours and estuaries.

The exact dimensions to which the new force has reached has not been revealed, but, judging from the number of commissions already gazetted, it must already number fifty or sixty boats. I believe, however, that the limit required has by no means been attained, and that there is plenty of work for many more boats than have as yet been offered to the Admiralty. It is understood that the type of vessel chiefly required is the fully decked motor-yacht of from ten to thirty tons, with a speed of nine or ten knots at the least, and capable of keeping the sea

In any ordinary rough weather. Here seems an excellent opportunity for the well-to-do owner to do something for his country. If he is unable, either from lack of the necessary experience or for any other reason, to offer his personal services the Admiralty will appoint the necessary officers and enrol crew as well if such is lacking. I believe that the Admiralty Committee, which has charge of the organisation of the new Motor Boat Reserve, has received hundreds of applications from well-known yachting men and from skilled motor-boat engineer and deck hands, and that there would be no difficulty in manning with first-class crews as many boats as might be offered or the Admiralty were able to accept. In these days, when so man people are searching for an opportunity to take a part in the defence of their country, it is a pity that so little has hitherto been made known in regard to the Royal Naval Motor Boat Reserve and the opening which it offers to patriotic owners of suitable vessels.

There has been a good deal of discussion of late as to the desirability, or even the possibility, of holding the Olympia Exhibition. At first it was generally taken for granted that there would be no winter shows at all, but a more hopeful feeling has been manifested during the past week or two. I do not know if the Society of Motor Manufacturers and Traders has arrived at any decision in the matter; but it would seem to be a policy of despair to abandon the annual Olympia display altogether. In times like the present there must of necessity be a huge falling off in the ordinary trade in pleasure cars, and the uncertainty as to the future must make the manufacturers very chary of embarking on the heavy expenditure which the production of new models entails. On the other hand, it is absurd to suppose that the war has entirely wiped out the pleasure car industry, and that sales have ceased altogether. The motorcar has come to be a necessity rather than a luxury for thousands of people, and the natural wastage has to be made good even if owners are showing a natural disposition to keep their old cars

in use longer than they would do in more normal circumstances.

Contine n t a l m a n u f a c t urers would, of course, be conspic u o u s by their absence from any exhibition held during the war—the Germans for obvious reasons, the French and Belgians because of the disorganisation of their factories caused by the calling up of a l l able - bodied men. The exhibitors would, therefore, be confined almost entirely to the British, Italian and American



THE WOLSELEY MOTOR YACHT "MINNEHAHA."

A useful type of cruiser which has been lent to the Admiralty for service in the Motor Boat Reserve.

and American makers, who would divide between them the bulk of the orders forthcoming. Some of the smaller firms will probably be unable to weather the present crisis, so that the number of pleasure car stands would show a very large diminution as compared with previous years, and if the exhibition were confined to pleasure cars only, the display would probably be a somewhat meagre one. The wisest course to pursue, therefore, would seem to be the holding of a mixed exhibition to include every branch of the motor industry. In place of monotonous rows of stands confined solely to cars for private use, one might have a far more interesting display of vehicles designed for every conceivable purpose. By combining the pleasure car, commercial vehicle, marine, cycle and aviation sections of the industry it should be possible to fill Olympia to repletion, even in war time, and attract the public in as great numbers as is usual at the Olympia Show. An element of novelty could be introduced by staging vehicles, such as ambulances, armoured cars and the like, for which at the present time large Government orders are forthcoming.

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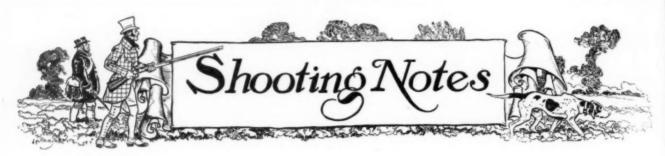
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SOME CURIOSITIES OF THE GAME LAWS.

HEREVER you have gathered together a little company of shooters, it is not often long before talk turns upon the game laws, and, having so turned, it is virtually certain that all present will immediately begin to reveal an ignorance which is perfectly astonishing in respect of a subject which has touched them closely and personally all through their shooting As a rule they have only the vaguest idea of the length of time covered by their game licence, and will be quite surprised to be told that it is from August 1st to July 31st of each year. They know that the cost of the licence is £3, and even-if they are shooting owners as well as shooters-that a keeper's licence can be had for £2; but what they very seldom have learnt is that they themselves can, if they please, take out game licences, for a period of the season only, for £2, as from August 1st to October 31st, or from November 1st to July 31st. These limited licences, however, are legally issued, conferring, for the time to which they extend, all the privileges of the £3 licence, and, more than this, a licence costing £1 may be taken out at any time during the year to authorise the shooting of game for a period of fourteen consecutive days. Many a man, with only the opportunity for a few days' shooting before him, is deterred from accepting it, or else contributes with a wholly needless liberality to the national exchequer because he is not cognisant of these legal facts.

No less, and no less surprising, is the ignorance of nine shooters out of ten as to the privileges which their licences confer on them, and for what species of quarry a game licence is requisite if it is to be legally shot. If you tell a man that a game licence is required for the legal shooting of snipe or woodcock, the chances are that he will flatly, or roundly-according to his manner-contradict you. "Snipe and woodcock," he will stoutly aver, "are not game; they come under the close time of the Wild Birds' Protection Act." It is quite true that their close time is determined by that Act; you may, perhaps, give him full leave, if he can find any satisfaction in it, to say that on that account they are not to be called "game." It does not much matter what you call them. But what does matter is that if he shoots them without having a game licence he is liable to the penalties which the Act authorises. There is no getting away from the fact. He may legally shoot his snipe or woodcock, if he have a game licence, a whole month later than he may shoot his pheasants and partridges, unless the close time has been locally altered by the order of the Home Secretary acting on the recommendation of the County Council; nor do the penalties attached to taking the eggs of these birds fall under the same scale of penalties as the scale for raiding the nests of the birds fully recognised to be "game"; but for their shooting, no less than for that of the fattest pheasant in the land, he needs a game licence. Other birds of which he will be surprised to hear as falling into the same category are the quail and the landrail. These revelations he will receive with as little incredulity as his natural candour will permit him to express; but what will astonish him to petrifaction, and beyond all courtesy, will be to learn that in law-that is to say, according to its written letter-he has no right to kill rabbits without a game licence. The law, if he looks it up, will call them conies, in the first instance, for reasons inscrutable by the lay mind; but though its reasons are mysterious, there is no mystery or vagueness about its provisions as regards the conies. Except by the owner or tenant of a warren or enclosed ground, shooting in that warren or enclosed ground, a game licence is required by the law's letter for their shooting. It is, however, a dead letter; it is never put in practice, and the Revenue people have even gone so far as to say explicitly that they do not require a game licence to be taken out for rabbit shooting. Why the law is thus left, dead and stultified, unless it be for the more perfect stupefaction of the mind of the ordinary shooter, it might be hard to say.

No doubt the shooter will get the general hang of the legal position a good deal more clearly if he can disabuse his mind of the idea that protection by a special close time gives any evidence of the justice with which the protected bird or beast is to be regarded as "game" in the sense of a game licence being needed for its lawful shooting. There is, in fact and in law, no such association whatever. A game licence is required for the shooting of deer, yet for them there is no close time imposed by law at all A man may shoot his stags and his hinds, his bucks and his do all the summer through, for all the law will do to stop him, but there is no time of year at which he may shoot them, if he has not a game licence, without laying himself open to the penaltic There is a bird, for which special provision of close time is mad for the shooting of which a game licence is required, and which yet may be shot all through February. That again is a piece of law which it will surprise most shooters to learn, and it is like to give them some lengthy speculation and conjecture before they hit upon the species for which the law has this curious care Unfortunately, it is a species that the sportsman is not likely to find before his gun in Great Britain, whether in March or any other month. It is the bustard. Presumably there was a particular motive for its mention at the date when the old Act for close times was passed on which the present Act is based; but there is no such motive now, seeing that there is no such bustard. It is rather a wonder that we have had no shooting lawyer making a special study of these curiosities of the game laws.

PHEASANTS AND FOXES

PHEASANTS, like all other game, have done uncommonly well this year, and their life, as far as we can see, is likely to be an exceptionally merry one, for besides the fact that there must be comparatively few people to shoot them, it is a season which promises quite an abnormal abundance of those wild fruits, such as berries, acorns and so on, which the pheasants love. The acorn crop is wonderful. The only crop that is failing at all is that of the beech-mast, which does not seem to be in great plenty. This is a nut (if so it is to be called) especially loved by the wood-pigeons, dividing their attention with the acorns, but the pheasants are far more addicted to the acorns than to the mast. The one drawback, perhaps, to the perfect joy of the pheasants' life in the forthcoming autumn and winter is that it will be impossible for the Hunts to take all the toll that they should of the foxes. The pheasants, however, that are reared each year make a valuable addition, which we certainly cannot well afford to lose just now, to the nation's food supply, but there are other ways, besides shooting, for killing them as required, and ways which injure their flesh less for table.

NORWEGIAN STATISTICS.

The following table has reached us from our Norwegian correspondent:

14.

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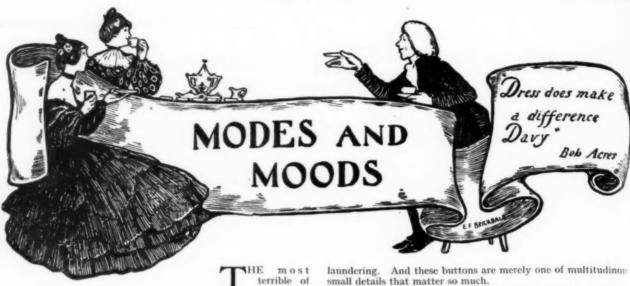


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sues its relentless course, and its effects upon those sues its relentless course, and its effects upon those of us who are compelled to wait and watch at home will have lasting results in the making of character. Our very children are unconsciously affected. It is impossible, of course, to quite say, but it seems as though the grip which this war has already got of us is of a strength never before experienced. The horrors of it are in the very heart and soul of us all, and the feeling of whole-hearted indignation that possesses us to a woman has without doubt been whipped up quicker than might otherwise have been the case by the attitude of brave little Belgium. of us who

the attitude of brave little Belgium. The veriest butterfly of a woman has been brought into the thinking line, has been made to realise there is something she can do. Some there are who may still be groping for actual expression, but the right spirit is there, the desire is there, and this goes out on the waves of thought and helps to weigh in the balance.

Looking back over the month that has now passed since the first shot of the war was fired, it is little short of amazing the different



NIGHTINGALE.

phases through which we have passed. The first impulse to rush and help anywhere, anyhow, was fine, and one is honestly and deeply regretful that the results were not always commensurate with the splendid quality of the impulse. There are now all manner of differing opinions based on sound, sincere thought and individual experience. Both the Red Cross Society and Her Majesty's Guild of Needlework are above all criticism. So far as I know, these are now running on perfectly satisfactory. lines. They have, so to say, got the whole hang of the situation, and the task was no sinecure to find out just exactly what garments were most required, what styles were best, the cheapest and most satisfactory materials, etc. And even at this date there are conflicting opinions. From the very first, suggestions were given with the utmost confidence, based on the very barest knowledge, and experience. To morely quote an instance of the suggestions were given with the utmost confidence, based on the very barest knowledge, and experience. To morely quote an instance of the suggestions were given with the utmost confidence, based on the very barest knowledge, and experience. knowledge and experience. To merely quote an instance: A certain Magyar night shirt that was copied right and left proved a failure. Initially it was so décol·leté that, as it was amusingly described to me, the very dummy stand upon which it was shown—presumably a red-covered one—blushed to be seen in it; while another serious defect that has come under my personal observation is—or perhaps when these words appear in print the past tense may be used—connected with buttons.



NIGHTSHIRT AND

Those given out with a batch of day shirts from one of the societies (it is wholly unnecessary to say which) were of the very thinnest imita-tion pearl imaginable, obviously some cheap compositionso thin, in fact, they could be broken in half by the gentlest pressure, or they gave out during the process of stitching them on. Surely linen buttons are infinitely superior to these from every point of view, and very particularly that of the necessary

laundering. And these buttons are merely one of multitudinous small details that matter so much.

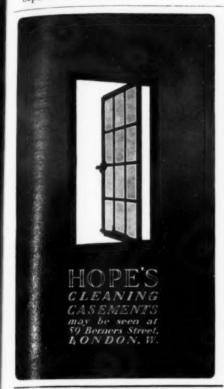
Before, however, any further generalising, let me draw attention to the four thoroughly useful and practical offering attention to the four thoroughly useful and practical offering illustrated this week in the guise of a suit of pyjamas, nightshirt bed-jacket and nightingale. These four garments representhings that are wanted, and have the approval of the Red Cross Society. Patterns will be supplied at 1s. each, the profits to go to the Red Cross Society. A point to be borne in mind is that all such garments should err on the side of size. Those supplying the patterns will doubtless have seen to that in the first instance, but, in addition, judgment must be exercised in the material used. A minute spent in testing a scrap of the material materials used. A minute spent in testing a scrap of the material will add to the good services in the making of the garment; while throughout the nursing fraternity thanks are unanimous for garments that can be slipped off without disturbing the position of the sufferer in the slightest degree. A free movement from shoulder to elbow is invaluable. Consequently I have in view, for next week, an entirely novel bed-jacket which, with the Editor's permission, I shall have illustrated.

As to the necessity for keeping our splendid soldiers and sailors clothed during the stress there is but one opinion. At the same time the fact must not be overlooked that, apart from ambulance work, our Government sees to it that shirts and socks, in addition to uniforms, are kept up to full supply. In the making of these, thousands and thousands of women are employed. With the present wear and tear, and the equipping of fresh armies, it is easy to picture the pressure that certain big firms are experiencing. The stern stress of unemployment will not be felt by those habitually doing such work. It is the suppliers of luxuries that will feel the real pinch of the shoe—nay! are feeling it already. The small dressmakers, milliners. nay! are feeling it already. The small dressmakers, milliners, and the wives of Territorials, who at present lack the numerous aid societies owned by both the regular Services, are literally face to face with starvation. Our shops and our great manufacture of the supplier of the suppli factories, so far as one can learn, are coming out magnificently. But the facts must be faced that the strongest and safest have their limitations. So, surely, the distribution of money would work out more evenly if, instead of discussing the charity future. we all set our minds to keeping things at something approaching a level at once. Society women and their maids stitching at rough wincey shirts have served their end as an example. Both are for the present housed, fed and clothed in comfort, whereas the communities alluded to above would be thankful for the payment, small though it would probably be, for the making of these extra garments. There is a word, however, to be said of these extra garments. There is a word, however, to be said for luxuries, which can be given out to other workers or not, as circumstances dictate. And foremost in the batch come helmets and mittens. These are not recognised by either Service, but are and foremost in the batch come helmets tacitly accepted. In the long winter watches in the North Sea, officers and men alike adopt these helmets, knitted in 5-ply petticoat fingering, needles No. 8, whereas, for soldiers, a khaki coloured wool is used. A particularly simple pattern is knitted on two pins and ribbed right through, the centre back being subsequently stitched up. This is a very soft and cosy helmet, although it is rather open to question whether it is actually as warm as one knitted in a closer stitch on four pins. There is a flat knitted

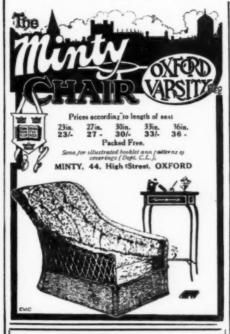
again, very quickly done, that is joined up by hand, for which the same petticoat wool can be used, with needles No. 8 can be used, with needles No. 8 or No. 9. Knitting is singularly soothing to a large number of women, and it would be most unfair to wrest this solace from the many well to do who are suffering agonies of anxiety with dear ones at the front. L. M. M.



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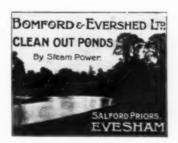
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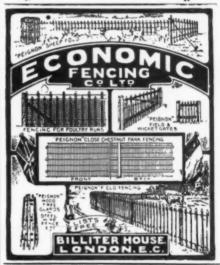
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KENNEL NOTES.

DOGS FROM ABROAD.

HE quarantine regulations prohibiting the importation of dogs from abroad must be familiar to all my readers, but a subsection of Kennel Club Rule 13 may not be so well known. This sets out that a dog shall be disqualified from competition if "imported after January 1st, 1907, in contravention of the Regulations of the Board of Agriculture and Fisheries issued under the Importation of Dogs Order for the time being in force." Until last month, however, I cannot recall an instance of the Board of Agriculture lodging a complaint against an individual animal under this rule. In this instance the Board drew the attention of the club to a Brussels griffon that had been exhibited without apparently having conformed to the quarantine routine, and asked whether, in the circumstances, the Kennel Club had any record of the registration or transfer of ownership of the dog, and also whether, in view of the Kennel Club rules, the committee proposed to deal with the matter. In the case that ensued Commander Chamberlain, R.N., appeared to represent the Board of Agriculture, the upshot being that the dog was disqualified from receiving any prizes that it had won at a certain show, and its registration cancelled. The lady who had exhibited it appears to have purchased it in London without making enquiries as to its antecedents. At least, she did not ascertain if it had been quarantined, and she is now the sufferer. One cannot very well argue that every foreign dog purchased must necessarily be the subject of searching enquiry on the part of the buyer, but in this particular instance it is evident that such procedure would have been prudent, since the griffon was only born on September 15th, 1913, and bought on April 29th of this year. On the other hand, in fairness to the lady against whom the complaint was made, it should be explained that in her statutory declaration she said: "It never struck me at the time, nor, if I may say so, do I think so now, that there was anything in the pedigree to show me that the dog was born abroa

dogs, and are given foreign names."

Arguing generally, without any specific application to this matter, one may express the hope that all dog owners will unite to support the Board of Agriculture in its efforts to prevent the introduction of rabies into the country. Irksome though the restrictions may be, they have had the result of freeing us from the dread disease, which is attendant with so much danger to humanity, and we most of us assent to the wholesome principle that the few must suffer for the benefit of the community at large. Personally, I have never read evidence to satisfy me that a period of six months is necessary to ensure immunity. At any rate, if it were reduced to four, I imagine we should be on the safe side, with an ample margin. That the virus may undergo a prolonged incubatory period is known to scientists. Mr. A. J. Sewell puts it at from a fortnight to six weeks, with the observation that it has been known to extend to three months. In certain circumstances dogs are already admitted after segregation of three months, but I believe they must have been in the possession abroad of the importer. A reduction of a couple of months in the quarantine would make an appreciable difference, and would be welcome among breeders of several varieties, notably dachshunds, Brussels griffons and French bulldogs, or among British residents in other countries. But whatever the Board may decree, we must set our faces steadily against any attempt to infringe the regulations.

DEAFNESS.

Totally blind and totally deaf dogs, under Kennel Club rules, are quite rightly debarred from winning prizes, although, as regards hearing, many that are ineligible must inevitably escape the notice of judges; the only breed I can recall that is likely to be subjected to tests being bull-terriers, simply because one expects the defect in them. At the last meeting of the Council of Representatives, Mr. H. Bowell, on behalf of the Bull Terrier Club, brought forward a resolution asking that the rules should be made more stringent, the suggestion being that unless a dog can hear perfectly it should be considered deaf. Members were not altogether clear as to how the test should be applied. How could degrees of deafness be defined so as to mark out a line beyond which one should not go? Total deafness, of course, can be settled beyond any question of doubt, but when we come to a "hardness of hearing," difficulties begin to multiply. I once heard a man declare his bull-terrier was suitable for competition because he showed a tepid interest when a noise like a pistol shot was made close to his ear. Possibly we might say that an animal who took no notice of his master's voice in ordinary conversational tones from a few yards away was distinctly deaf. He should be disqualified because of his uselessness. As a guard he would be worthless, and outside he could not be kept under efficient control unless on a lead since no word of command could reach him. Everyone will sympathise with the Bull Terrier Club in its efforts to extirpate a grave fault, and perhaps by the next meeting of the Council a resolution may have been framed that will assist the Kennel Club to an amendment of its rules.

FOR TOWN & COUNTRY

BURBERRYS AND THE WAR.

MONG the firms who really are doing "business as usual" just now must be noted Burberrys. Ever since the South African War they have specialised in military kit, and their unquestionable success may be measured by the orders which are now pouring in daily. In spite of the activity in this branch of their business, however, they are by no means neglecting their ordinary customers, and September sees the usual innovation in materials and ladies' outdoor dress, which this year, even more than formerly, will set the standard of autumn and winter fashions. For Burberrys confidently believe that their clients will see the desirability not only of supporting a typically British firm during a national crisis, but also of enabling them to maintain an undiminished staff and the families of such married members as are now serving their country. Among the garments that will be in great demand during the forthcoming month-Burberry Weatherproofs stand pre-eminent, and the new clothare being shown in beautiful colourings and most original designs. An illustrated catalogue and patterns will be sent on receipt of a post-card to the Haymarket.

The popularity of bulbs is yearly increasing. This is scarcely a matter for surprise, for no other class of flowers can be grown with such ease or such certifude of luxuriant bloom. Moreover, where they can be naturalised, it must be remembered that they represent an almost permanent investment, and require little attention to ensure the most exquisite effects. The arrival of Sutton's Bulb Catalogue for 1914 is a timely reminder that now is the time to form plans for the coming season. To secure a succession of flowers from November onwards, potting should begin at once. Roman and Italian hyacinths, and early narcissi and tulips are valuable for pot culture, and this year the bulbs, especially of the hyacinths, are exceptionally fine. From February, which brings forth the aconite and snowdrop, to the close of May with its blaze of late-flowering tulips, bulbs supply the main glory of the garden either in formal beds and borders, associated with spring bedding plants, or in woodland walks, under trees, by the sides of lakes and streams, and on grassy hedge banks. For these and many other purposes there will be no difficulty in selecting the most appropriate subjects from the descriptive and illustrated lists contained in Sutton's Bulb Catalogue, and the numerous suggestions given will prove of real service to both amateur and professional gardeners. A notable feature of Messrs. Sutton's publications is the reproduction of attractive illustrations. The cover of the work before us shows two photographs in natural colours, representing a striking bed of tulips glowing in bright spring sunshine, and a delightful woodland scene enlivened with clumps of daffodils. Sutton's hybrid freesias in exquisite tones of orange, pink and mauve also form the subject of a coloured plate, and should greatly enhance the popularity of this sweet-scented flower; and we notice, by the way, that Sutton's Purity, a new freesia of exceptional size and substance, recently received an award of merit from the Royal Horticultural Society. We

At this time of year experts are frequently consulted as to the economy of an electric installation for lighting purposes as opposed to older methods. This year, however, the war has brought everyone up "with a round turn," and people are hesitating as to the advisability of even carrying out such decoration or reconstructive work as they had contemplated without going to extra expense. To put the matter on the lowest grounds this is a mistake, since to postpone necessary repairs probably will entail far greater outlay later on, while for the present it may mean many employés out of work and so add to the distress which everyone will have perforce to help relieve. From the point of economy, too, alterations may mean a real saving. We have before us a brochure published by Messrs. Tredegar and Co., lighting specialists of 53, Victoria Street, describing the installations which they are now recommending for country house and other purposes. These installations have already gained a far-reaching reputation for reliability and simplicity of manipulation, but when we see that the average cost of twenty-five lamps per hour by the Tredegar system is reckoned to come out at one penny, it will be understood that they lay claim to consideration on the score of economy as well. In the matter of fittings Messrs. Tredegar also occupy a leading place, and their wood designs are not only original and extremely effective, being, of course, easily brought into line with the decorative scheme of the house, but are also most reasonable in price. They employ a highly qualified staff, both for electrical and decorative work, whom they are prepared to send free of charge to any part of the country to advise and submit estimates, while in their workshops they employ only the best skilled labour for their wood fittings, wood latches for doors, etc. We are glad to say, too, that Messrs. Tredegar are endeavouring to lighten the burden for those of their employés who have been called up for service by paying their wages during their abse

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SHOOTING NOTES.

THE GAZELLE OF RUSSIA AND CHINA—I.

O those who have paid any attention to the subject, it has become very evident that our knowledge of the various species of Asiatic gazelle is far from complete. A lack of accurate geographical knowledge is responsible for many errors on the part of stay-at-home naturalists. Faulty nomenclature has recently appeared more than once in print, and even in that indispensable handbook "Records of Big Game" (Rowland Ward) many of the gazelle in the 1910 edition are incorrectly placed. Having travelled over portions of the regions inhabited by these animals and devoted much time in the field and at home to their study, I think it may be of interest to sportsmen to place the result of some recent investigations before them. The gazelle whose status and geographical distribution are in question are Gazella subgutturosa, G. subgutturosa, G. przewalskii and G. picticaudata.

GAZELLA SUBGUTTUROSA.

General description: Height at shoulder, 26in. or 27in. General colour, sandy fawn; face light fawn, or frequently, in the case of adult beasts, white, and without any of the usual dark gazelle markings, with the exception of a dark streak from the eye to the corner of the

mouth, which, however, is not constant. No distinct dark lateral band, though fawn of sides is darker than that of the back. Belly, insides of legs, under-parts and rump, white. Tail, black, and 7in. or 8in. in length. Knee-brushes present, dark brown. Ears short, for a gazelle, and pale fawn. In winter this gazelle grows a dense coat of from 2in. to 3in. in length. In one specimen I shot at this season the face



THE GOITRED GAZELLE. (Gazella subgutturosa.)

was completely white, without even was completely white, without even a sign of the dark eye streak. The swollen larynx, from which it derives its name, is more pronounced during the breeding season than at other times. Horns of from 13in. to 16in. or occasionally more in length, evenly diverging from each other and gradually curving backwards; their tips bend inwards and upwards, without any very and upwards, without any very marked hook. The ridges on the horns are pronounced in young animals, but become much worn in the older bucks. The females are without horns, as is the case with all the gazelle under discussion. Distribution: Northern and Western Persia, at an altitude of from about 3,000ft. to 5,000ft. In North-Western Persia its place is taken by G. seistanica, and in the southern portion of the country by G. fuscifrons. These two gazelle are clearly dealt with in Major R. C. Kennion's fascinating book, "By Mountain, Lake and Plain." The subgutturosa is said to exist in Eastern Asia Minor, and is found in the region of the Rivers Kur and Araks, in South-Eastern Caucasia. From the eastern shores of the Caspian it spreads eastwards across Russian Turkestan. Here its northern limit may be generally taken as the southern limit of the Siberian black soil belt, or, roughly, 50deg. N. lat. It inhabits the Turkeman country in the south western portion of their region. that region, but in Eastern Rus-sian Turkestan the Alexandrofsk Alexandrofsk

Mountains, a western arm of the Tian Shan, form its southern boundary. It frequents the lower Ili River and the regions of Lakes Balkash, Ala Kul and Zaisan. It is between the two last named that the only break exists in the otherwise continuous mountain barrier that forms the Russian Chinese frontier in the west. It is through this opening that the species spreads into Zungaria, along with

STRERIAN

LBALKASR

ALAKUL

LUNGARIA

RUSSIAN

Gazella subgulturosa

""

Varcandensis

Gazella picticaudata

Gazella picticaudata

Gazella picticaudata

Gazella picticaudata

Gazella subgulturosa

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Varcandensis

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Gazella picticaudata

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Gazella subgulturosa

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Varcandensis

Gazella picticaudata

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the wild ass and the saiga. It is plentiful throughout this region, which is bounded on the north by the Great Altai and on the south by the northern declivities of the Tian Shan. Its distribution extends beyond the eastern extremity of the Tian Shan into the Gobi, where, being freed from the restricting influence of parallel mountain ranges, it spreads north and south. Its expansion in the latter direction is not restricted till confined by the northern buttresses of Tibet. The only district where it is found actually in Tibet is on the saline plains of Tsaidam. It is not quite clear how far north it ranges in the Gobi. The great Russian explorer, Przewalsky, referring to G. subgutturosa in nis book, "Mongolia," says: "This antelope inhabits Ordos and the district of Gobi, being distributed as far north as about 45 deg. N. lat." Also: "The herd never mixes with the dzerens (Mongol name for G. gutturosa), even if it grazes on the same pastures, which seldom occurs." This last statement shows that the distribution of G. subgutturosa and G. gutturosa does, at any rate occasionally, overlap. G. subgutturosa, therefore, extends, or did in the days of Przewalsky, not only as far as the Hoang-ho, but still further east into the northern part of the Ordos. Messrs. G. Fenwickeast into the northern part of the Ordos. Messrs. G. Fenwick-Owen and H. F. Wallace, on their journey west from Lanchow to Hami along the main South Gobi trade route, first saw a species of gazelle, of which they secured specimens, not far from Kanchow. Mr. Lydekker has identified this gazelle as G. gutturosa, though it is difficult to see on what grounds, as all its characteristics agree with those of G. subgutturosa. I asked my friend, Mr. Frank Wallace, who has recently returned from Russia, to examine some gazelle skins at the Petersburg Museum. Owing to the kindness of the museum authorities, he was enabled and tells me that the skins of eight sub gutturosa which he examined were apparently identical with those of the specimens shot by himself and Mr. G. Fenwick-Owen. In spite of the enormous distribution of subgutturosa, which inclines one to the belief that it must be divided up into several local races, I cannot help being strongly of the opinion that there are only two, namely, the typical one under discussion, and G. subgutturosa yarcandensis Chinese Turkestan, which I deal with next. Mr. Lydekker, however, has named a third local race G. subgutturosa sairensis on the strength of a specimen presented to the British Museum by Mr. St. George Littledale, which was secured in the Sair Mountains, not very far from Lake Zaisan. This specimen appeared to Mr. Lydekker to differ from the typical race in being higher at the shoulder, and, though an adult animal, in possessing smaller horns. I do not think that these two points, taken from one solitary specimen, justify it being named as a local race. I have more than once seen a herd of males in which the length, thickness and divergence of horns varied very considerably in individuals. As to the question of size, if the comparison of this single specimen vas made with an animal in captivity, or a mounted specimen, it cannot be conclusive. J. H. MILLER.

HUNTING AND HORSE-BREEDING.

HE experience of the war, so far as it has gone, seems to confirm the opinion of many, that for this country private enterprise in horse breeding is better than Government studs. Our cavalry has been mounted quite as efficiently as the foreign horsemen, and at a very much less cost. So far the army horses have done well, as the exploits of our cavalry have shown. The commandeered horses are not yet in the fighting line, and time has been given to train and condition them. The great asset of English horse-breeding is the demand for hunters and polo ponies. All the world's best horses are, and have been, bred because the people who bred them required them for an especial work. Thus the selection of breeding stock is governed by definite purpose. Horses cannot be bred on fancy lines; they must be bred for work. No work could be better calculated to fit horses for cavalry than that of the hunting field. It is nonsense to talk of our "pampered hunters." They lead a hard life of exposure, of long hours without food and are trained to gallop on and jump when tired. The majority are not nowadays overloaded with clothing, nor are they kept in heated stables. The horses in hunting stables and many in private stables are inured to hard work. Many hunters do the equivalent of sixty or seventy miles on a hunting day. Moreover, they are accustomed, to carry heavy weights. I should say that the majority of hunting men in full kit ride nearer 14st, than 13st, in the saddle. There seems hardly any limit to the endurance of horses over seven years old in hard condition. But it is clear

that under the present system there are not enough horses bred We can all foresee a scarcity of horses after the war. There will, no doubt, be a Continental demand for hunters and polo ponies directly things begin to settle down. What I suggest is that Government, taking the present system of hunter and polo pony breeding by private enterprise as a foundation, should work out a comprehensive scheme of encouragement and subsidies in order to make matters easier for the breeder. In the first place, hunting on its present lines should be encouraged. No Government should listen to Bills such as Mr. Kellaway's, for harassing Masters of Hounds. All that is necessary is to leave things as they are. The whole nation will be willing to ercognise the services of the hunts to horse breeding after the war. Two difficulties beset every breeder of light horses—the supply of sufficient stallions and the disposal of his misfits. The Government should be content to leave the high-class horses to the hunting people in peace time, certain that hunting farmers and others will be willing to take the mares and raise the foals, the Government claiming the fillies at £30 or £40 and leaving the geldings to the farmers to make what they can of them. There is no doubt that many more horses would be bred. All farmers who are willing to join the yeomanry should be given a horse to keep. This would enable them to hunt and make them much more efficient soldiers, since there is no doubt that but for the difficulty of mounting themselves, yeomanry would attend many voluntary troop drills. The yeoman who has his own horse is about twice as effective as the man who rides a stale bag of bones from the local cab-driver with no mouth and its neck put on the wrong way. This scheme provides both the men and the horses at a cost much less than any other, though, of course, it means some expenditure, especially to begin with. It is assumed that the Board will be well served by its inspectors and judges. The present Board has a splendid staff, probably

In the first place then there must be plenty of stallions of the right sort, chiefly thoroughbred, but selected and tested by their stock. The present system of choosing stallions in the show ring is wrong. No other word expresses it. No judge can possibly select stallions by seeing them in the ring, fat, sleek and false. I have seen horses well shown picked out for premiums which were deficient in back ribs, shallow in the body, and notoriously bad stock-getters. The stallions receiving Government aid should at least be likely to be of use in the districts to which they are assigned. Then there are not enough of them. The premium stallions should be multiplied by five at least and placed in districts where the Board has satisfied itself that there are suitable mares or that, in the event of a stallion being available, there are men who would keep mares. The fees should be remitted entirely for a period of three years; after that this matter might be reconsidered.

But there is still another way in which (the stallions being

But there is still another way in which (the stallions being provided) the Board may help horse-breeding at little or no expense. My suggestion is that the Government should buy all the hunter-bred two year old fillies at troop-horse price and either leave them in the stud where they are or place them with some satisfactory person until these fillies have had two foals. Foals of young mares are often good and, in any case, would cost the Government nothing to rear, and the mares at six years old would be as good as ever, or better. In this way the production of suitable horses may be increased and the love of Englishmen for sport made to contribute to the national benefit even more than it has done already. I do not believe that Government studs are desirable, nor are they necessary in England. They are a most expensive way of producing horses. What we want is not large studs collected into limited spaces, but a great number of mares scattered in ones and twos over the whole country and, to a great extent, paid for as regards expenses by those who have them. Horse-breeding is attractive, but it must be made as easy as possible and, above all, suitable stallions must be near at hand, cheap, and such as are most likely to leave a good crop of foals behind them.

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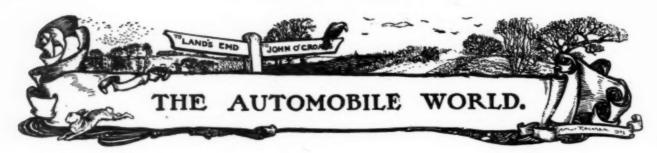
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RANDOM COMMENT.

we shall doubtless learn much that is interesting in regard to the part which has been played by the motor in one shape or another. In the meantime enough is known to indicate that the self-propelled vehicle is having an enormous influence on the conduct and result of military operations in the field. In the early days of the war our own War Office commandeered in the streets or purchased from the makers enormous numbers of motor vans and lorries, and many firms are still working night and day at what are practically carte blanche orders for the same types of vehicle. It is, therefore, fairly safe to assume that the bulk of the supply and transport service of the British Army in France is maintained by mechanically propelled vehicles in place of the old horse wagons; and, indeed, it is difficult to believe that General French could have extricated his force from its dangerous position if the roads in his rear had been encumbered with endless miles of slow-moving supply columns.

HEN the history of the war comes to be written,

The motor is swift, untiring, and not easily disabled even under fire, and doubtless there have been many instances where the transport has safely emerged from situations which would have been fatal to it in the old days. At any rate, there has been no mention of the capture of any considerable portion of

supplies, even during the time when our Expedi-tionary Force was retreating rapidly, and almost without pause, day fter day The extreme mobility of mechanical transport and its comparative compact-ness, as compared with horse transport, must relieve the com m ander of many of his anxieties, and help considerably to diminish the sum total of the privations which troops have to enin the dure field.

On the other hand, the motor is being used I argely, especially on the German side, for offensive pur-poses. The poses. not yet super-seded the u biquitous Uhlan as the forerunner of our enemy armies. but armoured vehicles

appear to have been used for reconnoitring purposes, and many of the German machine guns are said to be mounted on motors. On occasion, too, large numbers of cars seem to have been employed for rushing infantry to the front, a scheme which has so far met with little approval from our own military authorities, though often advocated in this country. For despatch carrying and general Staff purposes, ordinary cars have been used on both sides, and in these duties many an owner-driver from this side of the Channel has found an opportunity for seeing active service under very interesting conditions.

used on both sides, and in these duties many an owner-driver from this side of the Channel has found an opportunity for seeing active service under very interesting conditions.

With two of the biggest tire-producing firms in the work, to say nothing of sundry smaller foreign concerns, practically shut off from the English market as a result of the war, fear have been expressed of a possible tire famine in this country. Needless to say, such fears are groundless, so long as the supplier of raw material are not interrupted, a very remote contingency. Apart from the Dunlop Company, which has announced its ability to meet any demand, however great, there are many othe English firms turning out excellent tires and able to increas their output should necessity arise. Another factor to be taken into consideration is that since the commencement of the war the consumption of tires, apart from those requires for military service, must have undergone a considerable diminution as a result of the enlistment of drivers and the necessity.

that many owners fee for reducing expenditure in every possible way.

There is

little evidence at present of that wide spread lack of employ-ment which was freely predicted the commencement of the war. Only a few trades have been seriously affected as yet, and even in the motor industry the pinch has been felt less severely than was expected, owing to the Government orders and the large number of hands who have join the Army joined one capacity or another. There has. therefore, been no ne-cessity for cessity for the Road Board commence any of the big road schemes for which it has some mil-lions of money reserve CELER

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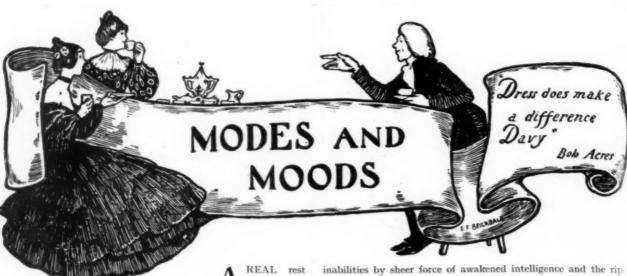
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gown for a

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A model that can be made in a morning—this is the subject selected for this week's illustration, and we will deal with it first before I pass on to a subject that I have much at heart. In its way the design in question is one of the very cleverest affairs that has ever crossed my path, since it is modelled in one piece, with a slit in the centre for the head to be passed through. The loose, wide sleeves fall into form automatically, so to say, at the termination of the seam either side. But the supreme touch is supplied in the catching back of the fronts beneath the loose back. This actually constitutes the sole piece of handling exacted by the garment, and is entirely responsible for the pretty shapeliness accorded the front, and also for the longer droop of the sleeves at the back, revealed in the inset figure. A slot and ribbon draw-string permits the neck to be drawn up to the most comfortable height and position, the trimming suggested comprising a deep embroidered lawn collar, and deep kilted chiffon frills as a finish to the sleeves.

The latter, by the way, are more attractive if kept in tone with the material of the gown. As to that, again, any double width fabric may be used, though for choice a washing wool-back satin is far and away the most preferable, and 4yds. is the full quantity required for a tall figure. The requisite amount, however, is easily arrived at by taking a measurement from neck to feet in front, doubling this and adding 8in, to allow for the short wide train, Just one other detail. For the drawing back of the fronts a half-inch elastic is used, about 2in. in length, the two pieces united by a press stud. I hope so much I have made the fashioning of this gown quite clear, aided by the capital and faithful sketch. For I know from personal experience the appreciable rest provided by such a possession after a strenuous day's work. And our influential women of England who are not putting in strenuous days just now are, happily, in the poorest minority. And this latter statement brings me to the subject I have so much at heart, and about which I am gathering reliable data in every possible direction. The fact that it is a sphere in which we women can assist materially, also that one particularly important issue has to do with dress, renders the discussion permissible under the heading of " Modes and Moods.

It has to do with our home trade and industries, and the serious problem facing us of how to cope with unemployment. What has been, and is still being, done in the way of relief giving will for ever redound to the name of England, and the probabilities are every penny of these great funds will be needed for direct war maintenance and its many sad side issues. But there are other issues that the business and financial minds of the country are keenly anxious to push to the front for more general acknowledgment and discussion. And, believe me, there are many astounding truths to be made known as to what the British Isles can produce, and do produce; of how trade has been slothfully allowed to slip over to other countries on the one hand, and how, on the other, we have, during the past few years, conquered inherent

inabilities by sheer force of awakened intelligence and the ripuse of opportunities. The subject verily teems with interest and now is the moment for women, as well as men, to take a lonlook forward, and to realise the great financial crisis at stake.

For that which has been left undone some blame our manufacturers, others the shops, whereas quite equally on the erring side, has been the general shopping public. The latter have no known and have not cared to enquire where, for example, their



A REST GOWN WHICH CAN BE MADE IN A MORNING



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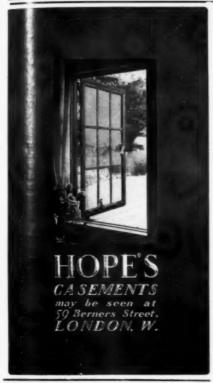
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M

wearing apparel came from, so long as it was cheap and bore the impress of fashionable approval. Paris stands to-day, as it always did, and will, we trust, in the future, as the fountain source of inspiration and fine taste. Germany and Austria, together with ourselves, have long conceded that. But, mark you, what has happened? In the one particular of tailor-mades Paris models have been taken and copied by those two abovementioned European countries, and a big market secured, for so-called original designs at cruelly lowered rates. The Viennese tailor-made model has had a succès fou in this country, while in Germany the plagiarising process has admittedly been brought to a fine art. And yet we find, with the sudden stoppage of consignments from these quarters, that the English tailor, always sound in his workmanship, has been making leaps and bounds during the past few years in celerity and if I may so say, without being misunderstood, in a certain increased lightness of touch.

I have the permission of Messrs. Debenham and Freebody to youch for this, so far as they are personally concerned. In fact, they court enquiry as to how and why at this great stress their tailoring department is pursuing a quiet, even tenor of They have long ceased to recognise any German rivalry in such regard, and they, together with other of our sound English houses, took a long look forward, and will in the end, if they are supported in a proper spirit, reap the reward they so justly deserve. For it is an open secret now that Debenham and Freebody have already a quarter of their men called up for active service, whose pay by the Government is made up by the firm to the regular salaries. No member of the rest of the staff has been dismissed or his salary lowered, nor have the firm availed themselves of the Moratorium. Large concerns and small individual workers alike have had their accounts paid fully up to time. And here I feel I must pause to just point out what this course of action means to the smaller workers, to whom the lump sum disbursed per week by the firm in question is of an extremely appreciable size. I do not feel at liberty to quote it, although sorely tempted to do so. It means, in many instances, the assured standing on the right side of the thin line dividing a self-respecting independence from charity dependence. To keep their workers and workrooms occupied. Debenham and Freebody have met the situation in a clearsighted spirit. Realising the needs of economy necessarily imposed, they have, with the main objective of employment in view, waived anything approaching ordinary rates of profit, and are-this is to be specially noted-supplying necessaries rather than luxuries, such as the above-mentioned tailor-mades. Then there are blouses and wrappers, both needs of the moment, offered at sums available to purses quite seriously depleted by the outside claims of the moment. A charming range of wrappers or simple teagowns, fashioned of a thick, handsome crêpe brocade, are only 58s. 6d., although the best idea of what the value of these represents is to quote the usual price of the crêpe brocade used, which is 21s, the yard. The stock was in hand, their workers were there, and so Debenham and Freebody solved the double problem by the wise procedure known as "cutting their losses." Another heavy stock held is a certain crêpe de Chine, considered ideal for nightdresses, the latter having consequently dropped from 493, to 295, 6d. The chief aim, however, of the firm for the moment is, so far as lies within their scope, to hold off the dread bugbear unemployment. Let us help them. L. M. M.

FOR TOWN & COUNTRY

WEATHER-TIGHT CASEMENTS.

E objection has sometimes been raised against casement windows that they are not absolutely weather-tight. This was, no doubt, true to a great extent of the old casement with its inconvenient fittings and tendency to leak; but there was no reason why the casement, while preserving all the characteristics which made it pre-eminently the window for the country house, should not be subjected to the same improvements as have been wrought in time in every archithe firm of Henry Hope and Sons, Limited, 55, Lionel Street, Birmingham, and the fact that Hope's Casements have practically made for themselves a world-wide market is undeniable proof of their efficiency. They are absolutely weather-tight when closed, afford the widest range of ventilation and, moreover, and he so adjusted to the wind as to secure that ventilation can be so adjusted to the wind as to secure that ventilation without draught. Even at the present trying time there is a brisk demand for them, and the firm are busy on large orders for country houses throughout the world — among them, it is interesting to note, one from the Crown Prince of Germany,

who, after his architect had paid several visits to this country, selected Hope's Casements for his new palace at Potsdam. This order has, of course, been cancelled. In the United States, too, English standards of comfort have been largely adopted and Hope's Casements and leaded glass are prominent in many of the most luxurious specimens of Transatlantic architecture, and also in the new buildings at Yale, Princeton, Chicago, McGill, Toronto, Saskatchewan and Regina Universities. Among their latest contracts is one for the whole of the windows for the new London County Hall for the County Council, and another for the new Parliament Buildings at Wellington, New Zealand.

THE ECONOMY OF WELL-TANNED LEATHER.

In time of war the consumption of leather is enormous There are boots for officers, boots for men, saddles, harness gear belts, and a host of smaller articles all eating up the country's Moreover, leather, so much more in demand, is ordinary stock. ordinary stock. Moreover, leather, so much more in demand, is, in proportion, all the harder to procure owing to the difficulties of transport and supply. But there is a means of coping with this difficulty. It may not be generally known that practically the same kind of hides can be used either for cheaper or better class leather; the difference between the two lies mainly in the process of tanning. Good leather is tanned carefully and thus wears proportionately longer than slowly and carefully, and thus wears proportionately longer that cheap leather, which is hastily tanned. Now, when a shortage of hides is inevitable, the obvious thing to do is to husband the stock in hand by using it only for better class leather, which stock in hand by using it only for better class leather, which in the case of boots, wears anything from one to two years as against the few months' wear of the cheaper sort. Clearly this will make the stock of hides last longer. The personal economy of such a course is already well proven. But those who buy good boots are also actually helping to husband their country's resources. Among boots and shoes of well attested brands and cut from the best leather, we might mention those made by Lotus, Limited, Stafford, as being capable of solid hard wear.

A WONDERFUL AUTUMN.

Never were the West of England farmers in a stronger position than they are at present. Truly may it be said of them that their barns are indeed full. Though the hay is not $A_{\rm I}$ a great bulk has been secured, and there will be one of the finest mangel crops for years to chop up with it. Swedes are but a fair crop, but there is a fine lot of late turnips coming on. The grain crops have been secured in excellent are but a fair crop, but there is a fine lot of late turnips coming on. The grain crops have been secured in excellent condition. The potato crop is of medium yield, but of excellent quality, and though the haulms are diseased the tubers are not badly affected as yet. The fruit crop is absolutely abnormal, and market varieties are unsaleable; but apples will not be allowed to rot in the orchards, they will be made up into cider, and already there is a big run on barrels, particularly wine pipes. Rum puncheons are not considered to be good for cider, and have considerably lost ground with the farmers. The dairy farmers' cattle, where the fields have been slagged, are veritably in clover, and the milk yield is holding out exceptionally well. A big yield of cheese has been obtained, and drafts have been sold at satisfactory values. Nearly all the farmers have abundant supplies, but many of them would like to convert have abundant supplies, but many of them would like to convert

TRAINING FOR OFFICERS.

The ocean-going training ship Port Jackson will sail from the Thames towards the end of the present month with cargo for Melbourne, which she will load at Greenhithe, and, as usual, she will carry a number of cadets training to be officers in the Mercantile Marine. Messrs. Devitt and Moore inform us that there are vacancies in this vessel, owing partly to several cadets who would have sailed having been called out for active service. who would have sailed having been called out for active service with the Fleet as Royal Naval Reserves. That their places will speedily be filled we cannot doubt, and we should advise those who wish to enter the service to apply without loss of time to Messrs. Devitt and Moore, 12, Fenchurch Buildings, E.C.

A USEFUL GIFT TO THE RED CROSS SOCIETY.

Almost everybody who cannot take an active part in the war seems to be expressing their sympathy in practical ways, either by work for the troops, for those they have left behind, or for the many refugees flocking into the country, or by gifts of necessaries. We heard of a doctor the other day who had sent a gift of anæsthetics to the Red Cross Society. Bandages, antiseptics and surgical appliances of all kinds are useful, and a very sensible donation has just been made by the Provinters. very sensible donation has just been made by the Proprietors of Wright's Coal Tar Soap, who have sent twenty thousand tablets of their famous soap to the British Red Cross Society.

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"WAR FACTS AND FIGURES."

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RACING NOTES.

UMOURS there have been that racing would be discontinued until the war was over; it was, indeed, stated that the Doncaster Meeting would be the last. Had it been possible to look upon racing merely as a sport and pastime, little or no surprise would have been felt had these rumours proved true, but as pointed out in these notes, racing and the breeding of bloodstock, the one dependent on the other, have so developed that they represent a na'ional industry of considerable importance, an industry in which vast sums of money are invested and upon which thousands of people are dependent for their livelihood, an industry, moreover, upon which the Army is largely dependent for a supply of remount horses of good quality. That view of the situation has been entirely endorsed by the Stewards and Members of the Jockey Club, by whom it has been agreed unanimously that "for the reasons given in the Stewards and Members of the Jockey Club, by whom it has been agreed unanimously that "for the reasons given in the Stewards' notice and expressed in the speeches which they had heard, the racing fixtures at Newmarket and elsewhere should be carried out where the local conditions permit and the feeling of the locality is not averse to the meeting being held." The Senior Steward, Captain Greer, most admirably and entirely represented what is, I think, the feeling of the whole community when he said: "The Stewards shared most heartily what they knew to be the feeling of the Members of the Club—that no Englishman who had an opportunity of serving his country in this hour of her need should waste his time in watching racing or his money in betting. The Stewards shared and deeply deplored the anxiety and grief which the war was causing to all classes. It was not because racing was a great sport that they advised its continuance; it was because it was a great national industry. . . . and because its abandonment would inflict great hardship on those dependent on it that the Stewards considered it should be continued." As far, then, as i

Evidence that the wise and considerate action taken by the Stewards and members of the Jockey Club will be thoroughly supported by owners is to be seen by the strength of the entries for races recently closed and by the acceptances for the more important of the back-end handicaps—sixty-two remaining "content" with the weights allotted to them in the Cesarewitch and fifty-four in the Cambridgeshire. In the Cesarewitch the three year olds are well represented, especially, perhaps, by such as Willbrook (7st. 12lb.), Dairy Bridge (7st. 12lb.) and Princess Dorrie (7st. 9lb.). For a three year old 7st. 12lb. is a big weight. St. Gatien was a three year old when he won the race in 1884, carrying 8st. 10lb.; but then, St. Gatien was a very good colt indeed. That good filly, Plaisanterie, carried 7st. 8lb. successfully in 1885, Humewood 7st. 6lb. in 1887; but the other three year old winners of the Cesarewitch—since 1884—were Cypria (6st. 5lb.)—a dead-heat with the four year old Red Eyes (7st. 10lb.)—St. Bris (6st. 6lb.), Scintillant (7st.), Balsarroch (6st. 5lb., Submit (6st. 13lb.) and Warlingham (6st. 12lb.). Returning for a moment to the three year olds mentioned above, two of them—Willbrook and Dairy Bridge—met in the Doncaster Cup, the former winning by a length and a half, a verdict which many people expect to see confirmed—as between the two—if they meet again in the Cesarewitch. As to that I have just a doubt, for it struck me that, in winning the Cup, Willbrook was not a little served by the jockeyship of Donoghue. Be that as it may, he has been a good and consistent performer this season, and is, moreover, a well bred colt by Grebe out of Nora Gough. Grebe is by Bend Or out of Greeba, by Melton. This is a good pedigree, but less suggestive of stamina than that of Dairy Bridge, by Bridge of Canny out of Dodragh, by Hackler out of Lady Atheling. Dodragh, by the way, is the dam of the Sledmere-bred yearling by Desmond sold at Doncaster for 2,700 guineas even in these hard times. Still, giving these two colts all

unexpected turn of speed, that, having already proved his ability to win a Cesarewitch, it would be no great surprise were he to succeed in winning it again. No horse has yet succeeded in doing so, but Hackler's Pride and Christmas Daisy both won the Cambridgeshire twice and in successive years, and it may be that Fiz Yama will so deal with the Cesarewitch. He has, however, nothing at all in hand—on the book—of last year's runner-up, Grave Greek, whom he only just managed to beat by a head after a desperate struggle, and to whom he has to allow ilb. for that head beating. I thought at the time that with a stronger jockey in the saddle Grave Greek might have won, and am rather by way of thinking that, being fit and well, he will very likely beat Fiz Yama if they meet on October 14th; but if rumour be true, he may perhaps stand aside in favour of his stable companion Vinilla, a four year old with 7st. 2lb., a very easy winner of the Alexandra Handicap at Doncaster with 7st. 11lb. in the saddle. Looking at the returns of the successful sires of the season, it will be seenthat Polymelus, has established such a lead that there is little likelihood that he will be deprived of his pride of place. His son, Black Jester, has contributed no less than 11,000 sovs. towards his winning total, but he can also claim to be the sire of Corcyra, winner of close on 5,600 sovs.; of Maiden Erlegh, 2,615 sovs.; of Polycrate, 1,298 sovs.; of Polygram, 1,192 sovs., and ten other winners. To a certain extent Polymelus himself has a curious history. In 1906 he had made eight unsuccessful attempts to win a race, then came the September Sales, when his present owner, Mr. S. Joel, bought him for 4,200 guineas. From that moment his lucturned, for in succession hewon the Duke of York Stakes, the Champion Stakes and the Cambridgeshire, carrying 8st. 10lb. and backed down to 11 to 10 in a field of twenty. In the next year he wo

LIEGE.

The Siege of Liege, by Dr. Paul Hamelius. (Werner Laurie.)

ALTHOUGH the great European war has only been going on for less than ALTHOUGH the great European war has only been going on for less that two months, we are already meeting the first tricklings of that great river of literature which is sure to flow from it. This little book may seem premature and yet there is gain in having it written as a contemporary impression. The author was Professor of English Literature at Liége University, and in the course of his narrative we learn that he is on the further side of middle-age and short-sighted at that. The reader, therefore, must not expect a lurid story, but only the regretful, and tale of one compelled to be a mere looker-ou.

He tells us in his prefatory note that the writing has no other claim to attention than sincerity, that it was forced upon him by external circumstances, and that he hopes in the future to confine his literary work to the special branch of history with which his name is connected. It is easy and not impertinent to surmise what the external circumstances were. As we have hinted, the book is not sensational, and the Professor's methods are almost too thoro book is not sensational, and the Professor's methods are amost too thorough. Chapters on The Lie of the Land, The People, The Position of Liége and its Forts, The Spirit of Liége and even Belgian Anticipations of Late Events will be hurried over by the reader who is anxious to get to the narrative of what befel the town. It is when we come to the actual Attack on Liége The Two Bombardments, The Surrender, and The Occupation by the Enemy that the interest becomes most intense. Dr. Hamelius paints battle as he saw it, not as it exists conventionally in art. The gallant Belgian officers did not mount their fiery chargers, but moved hither and thither on swift motors, not mount their fery chargers, but moved hither and thither on swift motors, and it was the same with the Germans. Very few of those who occupied the town were on horseback. The first sign of conflict was the driving in of cattle from far and near. In Liége there were many mouths to feed, mostly factory bands, shopkeepers, clerks. In preparation for the siege, therefore, cows and pigs were driven in from the villages likely to be first invaded by Germany. The bellowing of the cows that were irregularly fed and not Germany. The behowing of the cows that were irregularly led and not very skilfully milked was a noticeable sound in those early days. Soon those who could not fight knew that the preliminaries were past and the actual who could not nght knew that the preminaries were past and the actual encounter began. The big guns at the forts answering the big guns of the invaders and the repulse of infantry attacks could all be made out, although taking place some miles away. A friend of Professor Hamelius watched a night attack from the plain of Bressoux, where he was keeping the pigs of the garrison. "The German storming parties marched up in thick lines, as steadily as if on parade, in the cold moonlight." The onlookers lines, as steadily as if on parade, in the cold moonlight." The onlookers thought they were advancing too far, but at the right moment "a single long report of mitrailleuses, all firing together, sent them to the other world at a single puff. This was repeated time after time, and we know what it meant when the dull, long report reverberated over the hills." There is on: account of a battle which we would like to quote, only it is too long. It begins with the crackle of musketry, like the loading of a cart with heavy paving stones— "two pitches, the deeper infantry rifles, the higher carbines of the cavalry."

Between these the mechanical ticking of the pom-poms. Then "causon to near my house, the window-panes shaking." More firing, short breaks, renewed again, again and again. Then silence. It was not till the day after that he learnest the dual had been between Pal he learned the duel had been between Belgian guns posted behind his house and German artillery. One of the inmates of the house simply remarked: "They fire so loud that they keep me awake." Professor Hamelius does not give an unfavourable account of the Germans after they had occupied the town. Hostages were taken with the threat that they would be shot dead in case of an attack by civilians. Several guards were forced to do the duties of policemen. They did not mind that, "but what the townspeople felt most was the obligation of keeping the cattle and pigs." While the live-stock belonged to Belgium they did not hesitate in the slightest, but to be conveiled to the second state of the conveiled to the second state. mpelled to do so by the enemy was an intolerable shame. Hamelius did not learn then, and apparently has not learned since, who the town was surrendered. But we must leave the reader to make for ther acquaintance with this book of sad and unique interest.

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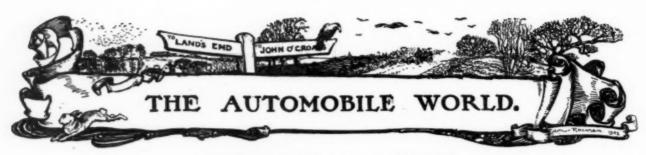
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AGRICULTURAL MOTORS.

E successful application of motive power to agricultural machinery is, perhaps, the most difficult problem with which the motor engineer is faced. In the first place, there is all the difference between the work of a car or industrial vehicle on the road and the work of a car or industrial vehicle on the road. the mrst place, there is all the difference between the work of a car or industrial vehicle on the road and the work of a motor plough in a field. In the one case the engine is only called upon to give something approaching its full power for short periods at intervals, while in the other it is required to develop approximately full power steadily throughout the day. Moreover, the speed of the agricultural tractor is comparatively low, and, consequently, a cooling system which would be adequate on a motor vehicle of any other type might prove quite insufficient when applied to the agricultural machine. Then, again, the agricultural motor has to exert considerable tractive power often under unfavourable conditions. To do this it must evidently possess sufficient weight to give its driving wheels the necessary adhesion, but directly the weight is increased farmers begin to complain that the machine is too heavy, and tends to pack and consolidate the soil over which it travels. Another difficulty is that while the requirements of large numbers of private owners of motor-cars, and also of many industrial users, are more or less identical with one another, there is a strong tendency for the requirements of every farmer to be at least slightly different from those of his neighbour. A at least slightly different from those of his neighbour. A tractor suitable for one farm will be too big or too small for to thers. To use such a machine with economy it is necessary to keep it fairly constantly employed. The amount of power required for various farming operations will probably be found to be different, but the tractor must deal with all alike. Then, again, a small tractor sufficiently handy for use in small fields, especially where fairly stiff gradients are found, is by no means ideal for

where fairly stiff gradients are found, is by no means ideal for ploughing and other work in larger open tracts.

These are among the causes which have made the development of the agricultural motor much more gradual than that of the road motor vehicle. Even now firms which have a considerable experience in that direction differ very materially in their views as to the types which will survive. Many experts in America are firmly convinced that the future lies with the large tractor, capable, for example, of ploughing ten or even twenty furrows at a time. On the other hand, some experienced manufacturers of steam ploughing outfits have satisfied themselves that direct traction cannot compare in economy with the older system for anything but the smallest economy with the older system for anything but the smallest work. I have heard it stated that many of the big machines that have become well known in North America do little more than scratch the surface of the ground with discs, and even then shake themseleves to pieces in a few months, and are more often to be found on the scrap heap than in service. Granted that there is some justification for this argument, there are two possible explanations, one being that the principle on which such machines are based is inherently wrong, and the other that the principle is right, but that the design and construction are open to criticism. We know that in many branches of engineering there is a tendency among American firms to build with a view to low first cost and rapid replacement by more modern types, whereas, on the whole, the British engineer prefers to construct machines which will stand up to their work for a long period of years, and regards this quality as more important than price reduction in

Another point on which opinions differ very widely is the question of the desirability of constructing a motor machine for one specific purpose, such as ploughing, and designing it solely or principally for this purpose, with the result that it cannot be used for any other kind of work necessary on a farm. Good examples of the application of this principle are to be found in the Fowler-Wyles and the Wyles motor ploughs. These two machines, though originally based on the same patents, though originally based on the same patents, the fowler-Wyles may presumably be taken machines, though originally based on the same patents, differ in several respects. The Fowler-Wyles may presumably be taken to be the result of lengthy experiment on the part of a firm noted for many years past for its steam ploughing outfits. If one can venture, from its appearance and capabilities, to form any view as to the decisions reached by Messrs. Fowler, it must be that, in their opinion, the future of the direct traction motor plough lies with the small machine handled and guided in much the same way as the ordinary horse plough, but carrying a small, though adequately powerful, motor to do the work of the horse.

the first instance.

Reference to the machine as a plough is, perhaps, rather unfair to it, since it can be just as easily fitted with implements

for cultivating, hoeing or harrowing, and the engine can also be used as a stationary motor to drive mills, pumps or other machinery through a belt. On the other hand, the motor and the implement in this case form one unit, and the machine is not a tractor to which any farming implements can be readily in the statement of the control not a tractor to which any farming implements can be readily hitched, and which can also be used for hauling substantial loads to the market or railway station. In experiments madabout a year ago, it was found that, working on average stubble land with a single-furrow plough, 1.6 acres were ploughed to the depth of 6in. in eight hours with a consumption of two gallon three pints of benzol per acre. With a double-furrow plough, 2.8 acres were covered in the same time, though in this case the depth of the furrow was only 5in. The consumption per acre was, however, reduced to one gallon three pints of benzol. In cultivating, the standard attachments cover widths of from 3ft. 4in. to 6ft., and the machine is equal to pulling the largest of these with nine times 5in. deep in average soil. Harrowing can be done at the rate of one and a half acres to two acres an hour, the width worked being 9ft. The engine was found capable of driving a mill and a chaff-cutter together, grinding 672lb. of oats and cutting one load of hay and one load of straw in one hour and twenty minutes. and twenty minutes.

and twenty minutes.

In general appearance and arrangement the Fowler-Wyles and Wyles ploughs are somewhat similar. The man in charge walks behind and guides the machine, the weight of which is balanced over a single pair of wheels. The engine of the Wyles machine has a bore of 4\frac{1}{4}in. and a stroke of 6\frac{1}{4}in. It runs usually on petrol or benzol, but, with a slight drop of power, paraffin can be used. Ignition is by high-tension magneto with fixed firing point, and admission of the charge to the engine is regulated by an enclosed centrifugal governor. The engine drives through point, and admission of the charge to the engine is regulated by an enclosed centrifugal governor. The engine drives through a metal-to-metal clutch, enabling the machine to be started and stopped, and the engine to be applied immediately to driving machinery through a belt. The transmission provides two speeds, and each wheel is driven by the engine and is so mounted as to allow it to be raised and lowered to provide correct setting for the ploughs. The adjustment is arranged with a view to a maximum depth of furrow of 10in.; a simple device allows the ploughs to be raised clear of the ground without putting any awkward strain on the arms of the man in charge. The whole machine weighs about 12cwt., and is stated to be capable of ploughing three acres a day at a fuel consumption of about four and a half gallons. On this basis the cost of labour and tuel should not be much above 3s. per acre.

four and a nair gailons. On this basis the cost of labour and tuel should not be much above 3s. per acre.

Intermediate in principle between ploughs of the type briefly described above and agricultural tractors designed merely to draw any implement or loaded waggon within reasonable limits, are a number of special agricultural motors requiring the provision for some classes of work of special implements which, when attached, become, as it were, a part of a single machine. In this class comes the Darby-Maskell, in which the ploughshares or other implements are fitted on two endless chains driven by the engine, and running from the sides of the three wheeled machine past the single back wheel to the centre at the back. The tools travelling round on the endless chain are forced down into the ground and subsequently lifted out of it, and while at work not only disturb the soil but also help to force the tractor forward. This means that if the ground is particularly difficult, the power of the engine is to a greater extent applied larly difficult, the power of the engine is to a greater extentapplied to propel the machine by pushing the implements against the stiff soil. At the same time, forward movement involves lateral movement of the tools, so that it is impossible to pass over the ground without disturbing it to the depth of which the tools are set. A variety of implements designed for various purposes are provided to be attached to the fittings of the endless chain systems, and the conversion of the Darby-Maskell from, for example, a plough to a harrowing machine is not a lengthy business. When not required on the land the tools can, of course, be detached, and the machine used as a tractor for hauling substantial loads on the road. It will be observed that the principle in the Darby-Maskell is that the land is worked from the top with a view to keeping all pressure off the subsoil. The idea is to imitate spade work in which the man stands on top and forks up the ground to a certain depth, allowing the atmosphere to act on the subsoil without forming a pan under the top soil. To judge the machine fairly it is necessary to get rid of preconceived ideas as to the correct shape of a furrow, and to acknowledge the advantage of the method associated with handwork, provided that the results can be obtained at a cost handwork, provided that the results can be obtained at a cos which compares favourably with other systems of ploughing.

WHY NOT BE LOYAL?



10 h.p. HANOVER LANDAULET

SPECIFICATION C1. — 10h p. Chassis, 9tt. 3in. wheelbase; 760×100
Austin Detachable Artillery Wood Wheels, together with one spare. 760×100
Dunlop Tyres—three grooved and two studded. Roomy body to seat four, including driver; folding emergency seat for fith person; streamline scuttle dash, side ventilators and ventilator in roof; double deflector screen; luggage grille with extra stout straps. Metal valances between steps and frame; well in step and brackets for spare wheel; black enamelled metal tool box; speedometer and mileage recorder; speaking tube, lady's companion, electric interior light; acetylene headlights and two paraffin side lamps and one tail lamp. Painted and trimmed to client's selection. Horn, litting jack, tyre pump, tyre levers and full kit of tools. Price of car to specification C1.



20 h.p. MARLBOROUGH LANDAULET

20 h.p. MARLBOROUGH LANDAULEI

SPECIFICATION K 1.—20h.p. Chassis, 820 × 120 Austin Detachable

Wheels, one spare. 820 × 120 Dunlop Tyres—three grooved, two studded,
Roomy, six-seated body with domed roof and scuttle dash, with side
ventilators; double deficetor wind screen; two folding chairs to face forward;
frameless windows with special balance gear; metal valances between steps
and frame; well in step and bracket for spare wheel; specdometer and
mileage recorder; electric interior light, silk blinds to all windows, lady's
companion, powerful acception in the step of the special powers of the special powers of the special powers.

Horn, lifting jack, tyre
pump, tyre levers, and full kit of tools.

Price of car to specification K 1.



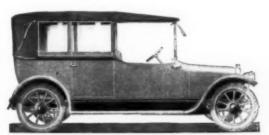




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20 h.p. CABRIOLET CLIFDEN

SPECIFICATION L 1.—20h.p. Chassis, 10ft. 6un. wheelbase, 820×120
Austin Detachable Wheels, with one spare; 820×120 Dunlup Tyres, three
grooved, two studded. Roomy six-esated body, streamline scuttle dash with
side ventilators; double deflector wind screen. Frameless windows with special
balance gear; two folding emergency seats: lady's companion. Metal valances
between steps and frame; well in step and branchets for spare wheel; tool bos
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of standard materials. Horn, lifting jack, tyre
pump, tyre levers, and full kit of tools.

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30 h.p. LANCASTER LANDAULET

th. 6in. wheelbase, 820×120
10×120 Dunlup Tyres, three streamline scuttle dash with rameless windows with special is companion. Metal valances to far spare wheel; tool bors of coverful acetylene headlights, trimmed to Client's election of the properties of the pro

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Naturally, among the arguments advanced by those who favour machines in which the tractor and implement form one unit is the fact that only one man has to be in attendance, and that the outfit is compact and allows of working a field without leaving wide headlands which have to be ploughed afterwards by horse. Before passing on to other systems, the point should also be accentuated that the Darby-Maskell method does not depend purely on the adhesion of the driving wheel, and in this respect gets over the difficulty of obtaining pulling power without undue increase of weight. Another device in which a special plough is attached directly to the tractor so as to form one unit is the "Ideal." This is a substantial four-wheeled tractor weighing about four and a half tons, and having rear wheels 5ft. 6in. in diameter and roin. wide. The plough consists of a strong triangular frame carrying four slares, and 5ft. 6in. in diameter and roin. wide. The plough consists of a strong triangular frame carrying four slares, and is of a type somewhat similar to that used for steam cable ploughing. The plough can be raised by a gib operated by the power of the engine, and controlled by the driver through the medium of a friction clutch and lever. The system allows the plough to be turned at the end of the furrows without stopping, and ensures a level finish. The plough is so attached to the tractor that there is no tendency for the shares to be dragged out of the ground. The power plant of the "Ideal" to be dragged out of the ground. The power plant of the "Ideal" tractor consists of a 35 b.h.p. engine working at 1,200 revolutions per minute and fitted with magneto ignition and automatic lubrication. The gear box gives two speeds approximating to three and six miles per hour, as well as a reverse. The driver can lock the differential gear when required, and can also drive through either one of the driving wheels alone, this latter arrangement facilitating rapid turning at the headlands. The tractor can plough tour turrows about 6½ in. deep in clover root at about three miles an hour, in a field containing considerable gradients, the fuel consumption being then about two and a half gallons per acre. The work done is on conventional lines, and is theroughly good. lines, and is thoroughly good. H. W.

ITEMS.

During the past few weeks the Warland Dual Rim Company have secured several important contracts from the War Office for dual rims, both twin and single, for ambulance and other vehicles. One order of particular interest is for fifty sets of rims for high speed cars which are to carry Maxim guns.

Every motorist knows to his cost that the great majority of car engines require frequent cleaning, but that the standard design of cylinder renders the piston head and combustion chamber extremely inaccessible. One of the exceptions to the general rule is the Oakland, whose four cylinders are fitted with detachable combustion heads in one piece. A customer of the firm who was recently about to start on a tour on the Continent received a striking illustration of the convenience of this method of construction, as in less than half an hour the engine was opened up, all carbon removed and the combustion head replaced, all at a cost of a little over half-a-crown.

SHOOTING NOTES.

THE SEASON IN SCOTLAND.

FTER the bad season of 1913 everyone was looking forward to a good one this year. It promised well. Grouse prospects were good, and everything favoured the growth of fine heads among the stags. To this bright outlook the war has brought an end. The grouse and stags are there, but there is no one to shoot them.

A few, very few, parties were out on the Twelfth, and these had no heart in them, and bags were small. Should the Allies inflict a decisive defeat on the enemy, it is possible that later on some of the forests will be stalked, though the majority will be unoccupied. No heads of any exceptional merit have been obtained so far. About the best is a pice royal from Stray.

Very broadly speaking, shooting, fishing, cricket and football come under the heading of sport. At a time like the present, however, shooting is in a class by itself. There is an absolute necessity for game to be killed. The overstocking of grouse moors is a certain cause of disease, and it is to be hoped that in all cases where the owner or tenant is absent he will arrange that, so far as is possible, the usual number of grouse are killed This is being done in many places, and the game sent to the various hospitals and nursing homes, where it is doubtless much appreciated. The same remarks may be applied with equal truth to pheasants and partridges.

The majority of stags are clean by now, nearly a fortnight carlier than last year. The past winter was an open one, and this following on a late rutting season, coupled with a fine spring gave the deer every chance. The snow in the early part of May gave the deer every chance. The snow in the early part of May did no damage to the stags, and the fine weather which prevailed throughout the summer was all in their favour. At present the stags have not begun to break up, and are all on the high ground, but by the end of the week, under normal conditions, stalking would be in full swing.

Many of the best stags were left last year because at the end of the season they still remained in the sanctuary and had not attempted to search for hinds. It seems such back that the

not attempted to search for hinds. It seems probable that they will also be undisturbed this year, though for different reasons. Among their number are certain beasts which are in their prime so far as heads go, and if left this year will not carry such fine antlers in 1915. By far the larger number, however, are stags antlers in 1915. By far the larger number, however, are stags which have not yet reached their prime, and, granted favourable

which have not yet reached their prime, and, granted lavourable conditions, will carry better heads next year than they do now. These may be disregarded.

In COUNTRY LIFE, just before the war broke out, were stated the opinions of many eminent stalkers with regard to cortain questions dealing with the deterioration of Scottish stated the opinions of many eminent statistics with regard to certain questions dealing with the deterioration of Scottish red deer. All unanimously agreed on one point, though they may have differed as to the methods employed—viz., the elimination of "rubbish." Doubtless there are some people, as Sir John Fowler pointed out, who talk about everything except a good ten-pointer or a royal as "rubbish." Among their number can be few experienced stalkers, though discrimination of the control of tion at times is a matter of great difficulty. The present season, through terrible and painful causes, presents an opportunity which no owner or lessee of a deer forest who has the condition of his forest at heart can afford to miss. The majority of them are not in Scotland themselves. Let them see to it that their head-stalkers and stalkers, who at least should have acquired the necessary experience, are sent out to carefully "weed" the forest. It is an opportunity which we all pray may never

The feelings of a recur again. Let the most be made of it. recur again. Let the most be made of it. The feelings of a guest are not in question. There is no special friend to be sent south rejoicing over a fine head. All old stags with bad, ugly heads should be killed, and later on all shabby, late and weakly calves and old, worn-out and barren hinds. If this is done the salves and old, worn-out and barren hinds. If this is done the season of 1914 will not have been wasted, despite the dearth of fine heads at MacLeay's in October. Lord Knutsford has issued an appeal for venison, and there should be no lack of places where it can be sent and gratefully appreciated.

CORRESPONDENCE.

THE GROUSE MOORS.

SIR,-You will see, I think, that my "foreword" of 1913 has been borne out by the results both of 1913 and of 1914. The shifting away of birds in the early season from the imperfectly cleaned heather of the central and higher moors-i.e., of young birds strong enough to make the flights to the lower mosses-had the effect of relieving the portions of heather which had received care and attention, and final recovery or recuperation; and in the best treated moors there was, therefore, also a partial recovery even among old as well as young birds which had been left behind. The lower mosses, or at least some of them, benefited also as greatly from the influx of healthy ung birds, and the evident results have been patently observable since In the autumn of 1913 a record bag was made on one low-lying moss to the south of Falkirk, some seventy-two brace where the usual bags rarely exceeded twenty to thirty brace; and a next record bag early this season—some sixty brace has been made. The higher central hills referred to in my previous communication, which had been carefully treated, are reported again to-day to be in an almost perfectly recovered condition, whereas in other portions all around it, where the advice tendered in the Grouse Committee's Report (popular edition, 10s. 6d.) has not been taken, and nothing has been done to preserve the healthiness of the ground, there has been little or no improvement, and in some an actual further loss and almost annihilation of the stock! The remedies are so simple—at least, so they appear to me to be, who has practised them for years—that it seems extraordinary indeed that there are still those who will not give attention to them, or who go quite against all common-sense and approved methods: who will not burn any heather, nor clear the ground of stagnant puddles, or, on a too dry moor, do not provide water; or others who burn too large areas of heather without considering the shelter required for the young birds from weather and from vermin; who fail to keep clean the surface drains, or who do not put in drains at all; who never dream of artificially supplying "grit" where natural "grit" is wanting; and yet again, others who fail to see the advantage of gradual introduction of fresh blood, or, worst of all, those who pay no attention to any of these simple remedies where such are easily applicable. The superabundance of "sprits" and white grasses shows where surface drains we improve, or where judicious burning and clearing or fencing off for a time all grazing stock would assist. On one hill towards the east end of the central Stirlingshire hills, on a shooting of some 3,500 acres in all, about 200 acres have been fenced off by a corriemony fence against sheep or cattle for years at a trifling loss of rents-some £15-and about six acres have been planted for shelter in two places. These fenced off portions now compose planted for shelter in two places. These reneed on portions how compose the best heather-grown areas on the whole extent, and small patches are burned with care inside this corriemony fence, and all levels carefully laid and open drains kept open and clean. Thus there is always fresh, clean water. Too much emphasis cannot be expended upon the cleanness and freshness of the running water, and, per contra, upon the fatal folly of cupped land holding puddles of standing or stagnant water, or, where water is scarce, the necessity, as far as possible, to replace it artificially.-L. A. HARVIE BROWN.

THE

12 h.p. ROVER

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DEAR MR. HARRY SMITH-

I feel sure that it will interest you to hear how satisfactorily the 12 h.p. 1912 Rover car has behaved, which I got from you in Nov., 1912, leaving my 2-cyl. 12 h.p. Rover in part exchange.

Since Nov., 1912, this car has run 20,269 miles and the engine has **never** been taken down, only the valves, etc., attended to by myself (as I do not have a chauffeur).

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Yours faithfully.

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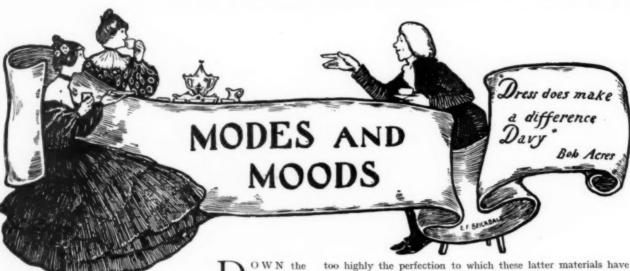


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long ages

quite easily be traced how dress has always reflected social Clothes are an outward expression of inward convictions or feelings or sensations, born of environment and social conditions generally. Thus a certain decadent note that had of late crept into our fashions is analogous to that obtaining just before and during the early part of the First Empire, consequently we very surely needed the rap over the knuckles that True, the extremely slim lines, that left little or we have got. nothing to the imagination, were passing some time prior to the outbreak of war. But the chances are great that, had our social life been permitted to drift on in the heedless happy-golucky, be-amused-at-any-cost manner of the past few something sensational would have been introduced in the new and fuller styles that, despite everything, we are beginning to exploit. Whereas I am as sure as I can be of anything that, once dress, as an important, influential factor, comes on the tapis again, we shall remark a discretionary touch and handling that will reflect a calmer judgment and more refined taste. For the nonce, at least, and one can only trust for all time, the decadent note will be obliterated. That, at least, is the prophecy I am so bold as to make.

I believe I have already pointed out in these columns what a strangely significant part the Balkan States have played in our fashions during the past two or three years, and we may set aside altogether the idea that Magyar sleeves, Bulgar embroideries, Bayadère striped sashes and last, but by no means least, the present prevailing long-shaped tunic, which is purely Montenegrin, arrived by accident. There is no long arm of coincidence in the case. The Balkan States were making history, and the fact was reflected in the above named dress details. Sometimes this outward expression of clothes arrives more It will take no highly sensitised intelligence, for example, to see how assured we are of the Russian influence coming uppermost. As a matter of fact, it is already with us, thanks to the propitious winter moment, with its excuse for introducing fur trimmings. A propos of the latter, the intention is to keep these as deep as possible, which in itself is very Slav. By way of emphasising this fact, there has been selected, as the illustrated design of the week, a simple autumn tailor-made of corduroy velveteen. The colouring I should suggest is one of the charming Bordeaux or vin-de-lis nuances, with collar and cuffs of skunk-dyed opossum, while a little braid in tone serves to bring out the three small pockets in relief. There is no need to dwell on the simplicity of the ligne, for that stands self-evident. But it may, perhaps, be as well to point out the long, low, crossed fronts, since thereby hangs a story that has every prospect of finding the heartiest acceptance. Be it known that this is the very latest silhouette, and by one and all it is accounted The more so, perhaps, as it is the very antithesis of the short waisted, humped up figure tolerated for so long. The tunic, more or less the length shown, and preferably either slit up the centre front or forming points either side, can do no wrong; and should the double weight of velveteen be deemed too heavy, the underskirt may be of silk or satin. A great deal of attention, I find on enquiry, has been given to diminishing, as far as possible, the weight of velveteens in view of the change in fashion involving a greater quantity of material being used, this applying in like measure to those clever plagiarising pony and broadtail cloths and seal-plushes. It is impossible to praise

now been brought, nor yet the energy of our great Yorkshire manufacturers, who are chiefly, if not wholly, responsible for such fabrics. Few know or even suspect how the time-honoured velveteen and plush provide the text of these effective peltry cloths, which now stand in the front van of approval both here and in Paris. It is always good to have the sanction of Paris, and it was decreed there quite early in the season that the cloths



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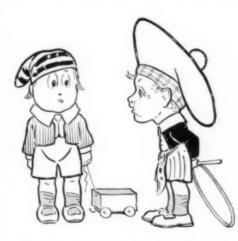
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in question should be used exhaustively in the cause of autumn mantles, all exceptionally roomy affairs, and for the most part enhanced by trimmings of fur.

The influence of social or, as it happens in this case, international life on clothes was forcibly brought home to me the other day at Gorringe's, Buckingham Palace Road. A scheme is afloat there, and has already materialised in one direction, of bringing out ladies' wraps following the lines of certain military wrap coats. Without claiming for a moment that the idea is entirely original, since the Boer War was responsible for the Guards coat, which after becoming intolerably ubiquitous died a natural death, the authorities may already be heartily congratulated on reviving the text under wholly fresh auspices. The effort, it may be safely surmised, will be crowned with success, since the models already evolved represent the smart, practical wrap no properly equipped wardrobe is ever allowed

A particularly successful effort has already been taken from a Hussar regiment, with its double-breasted front and pleated, banded back. But in place of gilt buttons black ones

have been substituted, a licence dictated by good taste, while a further licence has been taken with the collar, which is a deep falling affair of black velvet, a sort of glorified Napoleon, supported on a deep hidden band of black military braid, and adorned at either corner with a military padded gold star. is equally military in line, the fronts closing double-breasted, with buttons at one side only, and completed by an all-round band, large patch pockets, with expanding pleats and overflap, and, again, a great up-and-down collar of black velvet. The designing throughout is as subtle and clever as one could wish to find, for the coats are of that consummate simplicity which is the epitome of chic; and it is Gorringe's own, while the fine quality navy serge used is of British manufacture, as is likewise the workmanship. Those who have kept the English shopping world under close observation have long remarked and appraised the manner in which this fine old-established house has contrived to step with the times and yet preserved a quiet dignity and discretionary choice of selection, the extravagances and wild modes of recent days seldom finding place in these salons. L. M. M.

FOR TOWN AND COUNTRY.

BRITISH RED CROSS SOCIETY.

HE British Red Cross Society announces that its London headquarters are now at 83, Pall Mall, S.W. (next door to the Automobile Club), where spacious accommodation has been placed at the Society's disposal by the generosity of the committee of the Royal Automobile Club, the owners of the building. Subscriptions should now be addressed to Lord Rothschild at 83, Pall Mall, S.W., to which address any other correspondence relating to the British Red Cross Society should henceforward be sent. In leaving Devonshire House, which the Duke and Duchess of Devonshire on the outbreak of war most generously placed at the disposal of the Society for an indefinite period, the placed at the disposal of the Society for an indefinite period, the committee of the British Red Cross Society has expressed its most grateful thanks to Their Graces for their great kindness, which has proved of inestimable value to the Society. It is solely the result of increasing pressure of business and its corresponding needs which has made it necessary to remove to offices which structurally provide more suitable accommodation.

A PATRIOTIC STAFF.

Among the many firms whose employes have responded loyally to the call for recruits, Messrs. D. Napier and Son, Limited, are to be congratulated on the splendid spirit displayed by their reaction be congratulated on the spiendid spirit displayed by their staff both at the works, Acton, and the establishment at 14. New Burlington Street. Up to September 10th no fewer than 205 members of the staff had joined, and recruiting was still going on actively, so that the number will be largely augmented in the near future. Those who remain behind are also doing their best by having a collection for the Prince of Wales' Fund, and members of the staff have agreed to pay a certain amount weekly or monthly as the case may be. The total amount collected in this way and handed over to the fund is between \$40 and \$50 weekly, and the staff have reason to be proud both of their response to the colours and for the manner in which those who cannot volunteer are doing their utmost to help at home. The firm are themselves paying 10s. per week to the wives of the married men who have joined the colours, and in wives of the married men who have joined the colours, and in every case the men's positions will be kept open for them. It is interesting to note that a large amount of work in War Office materials is now being done at the Acton works, and this, together with the enormous demand for Napier transport vehicles, has enabled the great works to be kept in full swing.

Another firm which is well represented at the front and elsewhere is Messrs. Liberty and Co. of Regent Street. Up to the present over one hundred and fifty of Messrs. Liberty's staff are serving their country in the Army and Territorial forces, and it is good to know that their places at home are all being kept open for them.

FOR THE SICK AND WOUNDED.

We are so accustomed to associating the name of Messrs. J. Foot and Sons with luxurious rest chairs that we are apt to J. Foot and Sons with luxurious rest chairs that we are apt to overlook the fact that they are also very actively concerned, and have had much experience, in the manufacture of invalid requisites of all kinds. At a time when every English man and woman is striving earnestly to help their country in some form or another, it may be a useful suggestion that they should examine some of these contrivances—things generally quite simple in themselves, but helpful and comforting to the sick and wounded. Such gifts might be sent to the British Red Cross Society, hospitals, or the various institutions taking charge of our brave heroes. On the other hand, if the giver wishes, such appliances hospitals, or the various institutions taking charge of our brave heroes. On the other hand, if the giver wishes, such appliances can be sent direct to the patient. Among items which cannot fail to be acceptable to an invalid there is, for example, an adaptable table which can be drawn over the bed or pushed back, fixed flat to support a tray, etc., or tilted to make a rest

for a heavy book, or a desk for writing, at a moment's notice A back rest to supplement the pillows, which can be fixed a any angle, is another ingenious contrivance, as is a bedside reading stand with lamp attachment. Then there are separate connection with an easy chair, wheel of every conceivable type, from a light self-manipulated chair to a reclining couch, and all kinds of stationary adjustable chairs and couches at prices to suit every requirement. In the event of Country Life readers writing to 171, New Bond Street, W., for particulars, they are asked to mark their envelopes or letters "The War." We understand that special reductions in prices are to be made to members of the naval and ssions. military profe

FOR HOME AND ABROAD.

FOR HOME AND ABROAD.

In packing parcels for those at the front, a welcome addition to the list of comforts which have been already enumerated in these pages would be one or two boxes of the Savoury Meat Lozenges prepared by Messrs. Brand and Co., Limited, of 74—84, South Lambeth Road, Vauxhall, S.W. They are palatable, portable and extremely nutritious; and their value as a stay when a solid meal was out of the question was amply proved during the South African campaign. Another excellent invention is the Beef Tea Tabules, which merely require dissolving in hot water to make a stimulating and nourishing drink. Messrs. Brand's invalid preparations are, of course, too well known to need further recommendation. Most people who have had any experience of illness, either personal or otherwise, have learnt to appreciate their value, and we would suggest that either for the Red Cross Society or for the use of our wounded and sick soldiers in hospital some of these delicacies would prove and sick soldiers in hospital some of these delicacies would prove a most useful gift. First on the list comes the familiar Essence of Beef, of which the special advantage lies in the ease with which it is assimilated, and its lasting stimulative qualities, features which render it particularly suitable in cases of acute exhaustion and collapse. Chicken, mutton and veal are prepared in the and collapse. and collapse. Chicken, mutton and veal are prepared in the same way—that is to say, as an expressed juice without any addition of water, etc. In the less acute stages of illness and during convalescence, when more substantial food is required, there are various broths specially prepared and of delicate flavour calculated to appeal to fanciful palates, and the invalid soups, including turtle, mock turtle, oxtail, etc., are delicious. To promote appetite for a more solid meal, a teaspoonful of Brand's Meat Juice, given in a little plain or aerated water, is excellent, and as a mid-morning pick-me-up there are strengthening and as a mid-morning pick-me-up there are strengthening jellies of all kinds, including calf's foot. It may not be so generally known that Messrs. Brand devote considerable attention to the preparation of delicacies for ordinary household consumption. These include a great variety of soups, galantines, potted meats, tongues, brawn, boar's head, etc., and sauces and relishes of every description. That they are "Brand's" speaks meats, tongues, brawn, boar's head, etc., and sauces and relishes of every description. That they are "Brand's" speaks for their purity and excellence, and full particulars of them and prices can be obtained on application to the makers.

INTERESTING LECTURES AT THE MUSEUMS.

We would like to draw our readers' attention to the interestcourse of lectures at the British Museum on Greek Religion. which started on Tuesday, Sept. 22nd, to be given by Mr. S. C. Kaines Smith, to carry on the line of study suggested by the course on Greek Art and National Life given at the Museum last winter. "Modern Art and National Life" will be the subject of another course by the same lecturer on Thursdays at the Victoria and Albert Museum, which will deal with the development of art from the Renaissance to the present day, showing how the widely varying treatment of classical models and the application of classical principles in art in different countries are directly due to national temperament, conditions and history. Particulars may be obtained from the hon. secretary, Miss Claire Gaudet, 120, Cheyne Walk, Chelsea.

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ENERALLY speaking, the crack two year olds of last season have not fulfilled the fond anticipations of their admirers. There was The Tetrarch, to begin with, a racehorse of altogether phenomenal excellence according to most people, though critics -myself among them-who had strong doubts as to his stamina. Whether he really could stay or not we shall never know, but it is certain that he was possessed of a very remarkable turn of speed, and having unfortunately—or fortunately as the case may be—succumbed to the exigencies of training before his stamina had been tested in public, he retired to the stud with the well-deserved reputation of having been by far the best two year old of his generation. It was, I admit, a matter open to argument, but for present purposes we may take it that Corcyra was the second best of last season's two year olds. It can hardly be said of him that he has fulfilled expectations as a three year old; luck, at all events, has not been on his side. It was my impression at the time that he ought to have won the Two Thousand Guineas-some people thought that he did win-but the judge gave the verdict against him by a short head.

winner the being Kenny-That more. was his only bid for one of the classic races, for he had not been entered for the Derby, and could not be trained for the St. Leger; winnings for the season amounting to a little more than 5,500 Haps-SOVS. burg, another of the two year olds well spoken of last year, has only managed win one race up to now three

Templeman rode him to a standstill, but from their view of the race I myself differ considerably, believing, for one thing, that a colt of such peculiar disposition would very likely have declined to gallop at all had he been pulled back in company with other horses, and for another, that although leading he was not going I did not, indeed, think that there was at an unduly fast pace. any strong pace at all until the turn for home was made. Kennymore is a big, commanding colt, very taking to the eye in some respects, but displeasing in others, for he is not truly balanced, nor are his legs properly set on-to my way of thinking. Still, handsome is that handsome does, and I am informed upon good authority that, in the opinion of his eminently capable and experienced trainer, Kennymore is a really good colt at home. In public he has, however, been a source of disappointment, not improbably owing to a kink in his disposition, which he may have inherited from his dam, Croceum, others of whose produce have shown themselves to be none too generous when asked for a serious effort. In the same ownership as Kennymore is Torchlight, a beautifully bred filly by John Gaunt out of Lesbia, himself a brilliant racehorse, and a daughter of

the late Sir Cooper's famous brood mare Glare. As a two year old Torchlight was incontestably the best of her sex. SO that at the beginning of this season Sir John Thursby might not u nreasonably have expected, or hoped, to win most, if not all. of classic races, the Two Thousand, Derby and St. Leger with Kennymore, the One



W. A. Rouch.

SIR ASSHETON-SMITH WITH CLOISTER.

Copyright. Winner of the Grand National, 1893.

year old-but that race was worth winning, for it was the Eclipse Stakes, worth 8,735 sovs. What to say about Kennymore I hardly know, for it seems hardly fair to say that the winner of the Two Thousand Guineas has been a source of disappointment to his owner; none the less, Kennymore has not by any means done what was expected of him. It is true that, thanks mainly to the 7,100 sovs. credited winner of the Two Thousand, he has a respectable winning balance (7,515 sovs.), but he has made hole in his reputation by displays of temper and a disinclination to exert himself in running. It was said that his being "left" in the race for the Derby Stakes was a "tragedy," but it was a tragedy for which the colt himself was entirely responsible, nor could any excuse be offered for his ungenerous display in the Eclipse Stakes. As to his performance in the St. Leger, opinions differ, my own notion being that on that afternoon he showed his true form, and was beaten by a colt better than himself. On his behalf it is fair to put it on record that a good many sound judges of racing were, and are, convinced that

Thousand and Oaks with Torchlight. Kennymore did, as we have seen, win the Two Thousand, but Torchlight has not won a race of any description this year-a disappointment against which may be set the strong probability that she will eventually develop into an excellent brood mare. Other colts of whom it cannot be said that they have fulfilled the promise of their two year old days are Stornoway, Parhelion, Courageous and Happy Warrior. Against the two year olds of last year who have been more or less of a disappointment we may set some who have done far better than could possibly have been anticipated. At the close of last season Princess Dorrie, a filly by Your Majesty out of Doris (dam of Sunstar), had not managed to win one out of the eight races in which she took part. In seven of them she had, however, been "placed," but her form did not seem to entitle her to a higher place than some 22lb. behind Torchlight! Yet she has this season won both the One Thousand Guineas and the Oaks, beating Torchlight by six lengths. Nor is it by any means improbable that with 7st. 9lb. in the saddle she may win the

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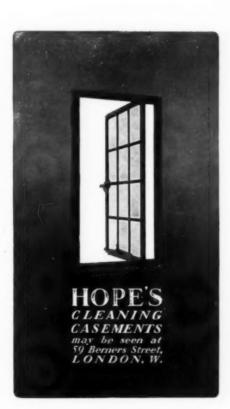
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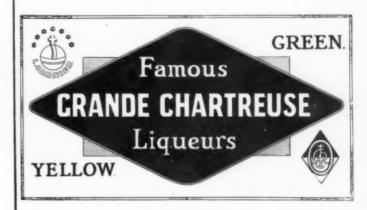
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TAYLOR. W. HOWSON RUSKIN POTTERY, WEST SMETHWICK



Cesarewitch, or the Cambridgeshire, in which she has 11b. more to carry. In this connection it may be worth recalling the fact that the three year old filly, Plaisanterie, did win the Cesarewitch in 1885, carrying 7st. 8lb., and subsequently won the Cambridgeshire with 8st. 12lb. in the saddle—3lb. less than Princess Dorrie would have to carry were she to win the Cesarewitch. In the same ownership as Princess Dorrie is Black Jester, a colt by Polymelus out of At the end of last season a very able handicapper put him about 14lb, below the best of the two year olds-the majority of the critics had, however, arrived at the conclusion that a mile or a little more was about his best distance. To an onlooker this view of his capabilities was confirmed by his running in the Derby, though I am told that Stern, who rode him in that race, afterwards remarked that, in his opinion, the colt would stay. If that be so, Stern's judgment was indeed verified when, at the recent Doncaster Meeting, Black Jester romped home a very easy winner of the St. Leger, five clear lengths ahead of Kenny more, three lengths behind whom Cressingham, Sir John Thursby's second string, finished third. As between Black Jester and Cressingham previous form received confirmation, for whereas they were, of course, meeting at even weights in the St. Leger, the latter had been in receipt of 6lb. when Black Jester beat him by three lengths in the St. George's Stakes. It was, however, said that Kennymore would "play with" Cressingham, and ought, therefore, to have beaten Black Jester in the St. Leger. For all I know to the contrary that may be true, but public form is the most reliable guide, and my own impression remains that, both being fit and well, Black Jester would always beat Kennymore over the St. Leger course.

A great sportsman has passed away in the person of Sir Charles Assheton-Smith, than whom there was no more enthusiastic or liberal patron of racing under National Hunt Rules, nor one who will be more keenly missed by those whom he admitted to his friendship. The family name is famous in the annals of British sport, but it came to him by adoption. He was known in early life as Mr. C. G. Duff, and it was under that name that he won the Grand National with Cloister in 1893. His father, Mr. Robert George Duff, married into the house of Assheton-Smith and assumed the name by Royal Licence. Sir Charles succeeded to the estates in 1904, and died in his sixty-fourth year.

The estates to which he succeeded included Vaynol Park near the Menai Straits, a house rich in possessions of old English art and furniture, and the slate quarries of Dinorwic. As is well known, these latter are almost as valuable as the famous Penrhyn quarries, which lie adjacent. Sir Charles employed about three thousand men all the year round at Dinorwic, and was very popular among them, as, indeed, he was throughout Carnarvonshire, of which he was High Sheriff in 1908. Carnarvon itself he will long be remembered for the enthusiasm and generosity with which he assisted the splendid celebra-tions of the Prince of Wales' Investiture three years ago, As a racing man he concentrated his attention on steeplechasing, and three times won the Grand National: once, as we have said, with Cloister and again with Jerry M. and Covertcoat. He ran the last mentioned, which won in 1913, again in 1914, but the horse failed to repeat his success. After the race was over, Sir Charles purchased the winner, Sunlock. TRENTON.

CLEANING WATERWAYS.

F, owing to natural processes, a stream or brook becomes obstructed by an accumulation of silt, or choked by the growth of weeds and the like, whose duty is it to clear the waterway? This is a simple question, one that most landowners whose property is intersected or bounded by a natural stream have to ask themselves every now and then, and, though the answer to it must to some extent depend upon the local circumstances, generally speaking it will be found that no one is bound to take steps to remove the obstruction.

The law relating to watercourses is quite a fascinating study. It leads the student into all sorts of quaint and curious byways. Shakespeare's exiled Duke beguiled the tedium of banishment by finding "books in the running brooks." Did he live to-day, he could occupy himself for long with the numerous more or less learned volumes on that subject. Hundreds, nay thousands, of cases and dozens of Acts of Parliament record the law of England relating to public and private waters. Riparian rights, and a hundred and one other matters, have been carefully and elaborately dealt with, yet nowhere is there anything that casts upon the owners of private streams any duty to preserve the unimpeded flow of water against the encroachments of Nature.

There is, of course, a duty not to actively obstruct or interfere with a natural stream flowing in a defined and known channel, whether on or under the surface; because the riparian owners above and below have a right, which they can enforce, to the use of the watercourse and the uninterrupted flow of the water in the accustomed manner, and to its reasonable enjoyment as it passes through their lands, and no one owner has a right to pen back the water to their prejudice, or to build upon or across the bed of the stream, or to deposit soil or rubbish, or to put any other obstruction to the usual flow. Again, as regards ditches, especially those near a highway, there are statutory provisions throwing a duty to cleanse and scour upon the adjoining landowners, and in some cases upon the local authorities; but, as a rule, ditches are artificial constructions, and even if they should be natural watercourses, it is probable that the statutory requirements do not extend to obstruction by natural means.

An owner or occupier may cleanse and clear his stream if he wishes, and may, in some cases, go upon the land of others for a like purpose, as we shall show presently; but it is safe to say that at common law there is no obligation upon a riparian owner or occupier to cleanse and secur the bed of a natural stream that has become clogged by natural obstructions. The law has omitted to make any provision for the compulsory cleansing of either private streams or navigable rivers. A positive act of obstruction is actionable; a mere passive acquiescence in the operation of natural causes is not. The right of navigation in a river may be extinguished by such an obstruction as an accumulation of mud, and so it will generally be found, at any rate as regards the larger waterways, that there is some public body entrusted with the duty of keeping the river open. Similarly, the ordinary right of a riparian owner to an unimpeded flow of water may be lost by the stream silting up or becoming naturally obstructed in some other way.

It is possible, apart from any Act of Parliament, that an owner or occupier who suffers by reason of his neighbour's neglect or refusal to keep the stream clear, may be able to establish a right to go upon the other's land in order that he may himself do what is reasonably necessary to remove the cause of the damage, and under certain conditions such a right is now conferred upon owners and occupiers generally, by virtue of the provisions of the Land Drainage Act, 1847, which, after reciting that much injury was caused by the neglect of the occupiers of lands to cleanse and scour the channels of streams and maintain the banks, goes on to provide, by Sections 14 and 15, that where by reason of the neglect of an occupier of lands to maintain or join in maintaining the banks, or to cleanse and scour or join in cleansing and scouring the channels of drains, streams or watercourses in or bounding his lands, injury is caused to any other land, the owner or occupier of the injured land may by notice require the negligent person to remove the cause of damage, and, if such person fails to do so, may himself execute the necessary works and recover the expenses, or a contribution thereto, from the defaulter. Where the stream is a boundary, no special authority will be required, but if it lies within the lands of the other, entry cannot be made upon such lands until two Justices of the Peace have granted an enabling

Where a stream is within the jurisdiction of Commissioners of Sewers, it will be for the Commissioners or their officers to keep the stream clear, and they have the right to remove and deposit on the banks any soil or weeds. The occupiers of the lands may take such deposits for their own use, but if they do not exercise this right and remove the stuff from the banks within six months in the case of soil, or within six weeks in the case of vegetable growth, an Officer of Sewers may enter the land in the daytime and remove it. An owner or occupier may require the Commissioners to take away the deposited stuff, in which case they must remove it within six weeks.

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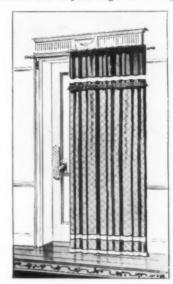
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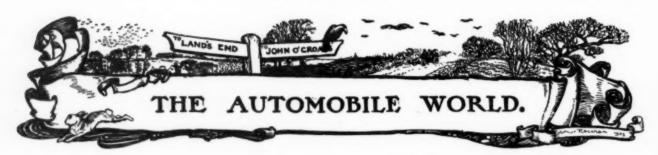
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RANDOM COMMENT.

ALTHOUGH the trade, as represented by the Society of Motor Manufacturers and Traders, has decided, by a considerable majority, against the holding of the Olympia Show, it is known that there were some bolder spirits on the Council who were strongly opposed to the abandonment of the great annual exhibition. Business in the pleasure car industry must necessarily be slack during the war, but with exports from the Continent practically cut off altogether, one would suppose that there would be sufficient orders forthcoming from buyers in this country and the Dominions to keep our own makers fairly busy as soon as confidence in the financial situation is revived. Matters are hardly likely to be improved by the Society's decision, as the ordinary buyer will take it as a sign that progress has ceased for the time being and that no novelties or improved models are to be expected from the makers in the present circumstances. This is very far from the "Business as Usual" attitude of many other big industries, and seems to be a direct encouragement to motorists in general to withhold their orders for new cars until the war is ended.

notorists in general to withhold their orders for new cars until the war is ended.

As I stated a few weeks ago, any exhibition restricted entirely to pleasure cars would have a very attenuated appearance under existing conditions, but I believe that a very interesting display, and one that would have attracted the public in large numbers and demonstrated the strength of the industry, could have been organised if all the usual winter shows had

been combined in one Trade must indeed be in a parlous state if the big car, light car, cycle, marine, com-mercial vehicle and accessory ections of the industry annot fill Dlympia be-Olympia tween them. For the moment, how-ever, the decision has taken, been taken, and will certainly not be reversed, so November exhibition concerned. Possibly different counsels will prevail at a later date, and the possidate, bility be con-sidered of holding a show in the early spring of

next year.

As the war progresses it is becoming evident that the motor is almost entirely displacing horse transport. The mechanically propelled vehicle is now taken right up to the firing line, and enormous numbers of the lighter types of lorries are being purchased by the military authorities for immediate use at the front. This indicates, no doubt, that the experience of the past few weeks has shown that the motor is superior to the horse for transport purposes, at any rate in country where roads are numerous and well made; but it is safe to prophesy that difficulties must arise where the endless traffic, combined with wet weather, has cut up the surface on the lines of communication. In particular, to the lay mind it seems inevitable that the hastily constructed deviation roads will give rise to trouble, where bridges

have been destroyed and it has become necessary to form approaches to pontoons or temporary bridges constructed necessarily at a lower level.

necessarily at a lower level.

It is in such places, and in soft ground generally, that the motor does not always show to advantage. Heavy traction engines are provided as a rule, with means for extricating themselves from difficulties of this sort, a flexible steel rope and winding gear enabling them to pull first themselves and then their trailers on to a firm surface where their driving wheels can get a grip. This principle has not yet been applied generally to the lighter types of motor vehicles, but the present seems an opportune moment for the introduction of a simple design of winding gear which could be applied to the ordinary three-ton lorry which is used for military purposes. Every motorist will be able to appreciate the value of such an apparatus.

opportune moment for the introduction of a simple design of winding gear which could be applied to the ordinary three-ton lorry which is used for military purposes. Every motorist will be able to appreciate the value of such an apparatus.

It seems to be within the bounds of probability that the question of petrol supplies may have an important bearing on the fortunes of the German armies. The Russian successes in Galicia appear to have cut off Germany from all possibility of renewing her stocks of petroleum spirit, and unless enormous reserves were accumulated before the war, the time must come when a shortage will begin to make itself felt. European armies nowadays rely almost entirely on mechanical transport for field purposes, and, without an adequate supply of fuel, operations would quickly be suspended owing to lack of food and ammunition. A certain amount of benzol and alcohol must be available to make

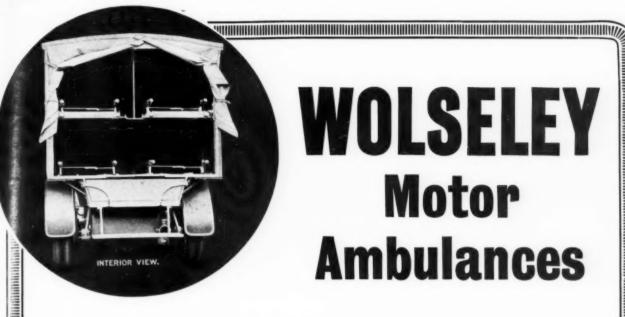
up the de-ficiency in petrol, but it seems fairly certain that as the months go by, the fuel question will cause a good deal of anxiety to the German military authoritie Apart from the poss bility o from possio f shortage, the shifting the advanced storage depôts, as the tide of battle ebbs and flows, must present some serious prob lems as petrol bulky commodity. We not have heard of any large supplies being cap-tured by either side, but it may side, be taken granted that



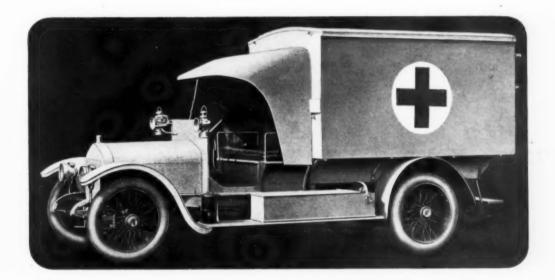
24-30 H.P. WOLSELEY AT MORETON OLD HALL.

a rapid retreat must entail the abandonment or destruction of big stocks of motor spirit collected for the use of the retreating army.

The wastage of mechanical transport in war time is enormous, and I have heard it stated on excellent authority that there is not a single firm in the kingdom with an output large enough to make good the weekly loss of motor lorries employed with the Army abroad. When it is remembered motor, vehicles have also to be supplied to complete the equipment of the Territorial forces and to provide the complete transport of all the new armies, it is easily understandable that few existing chassis adaptable for military purposes and in good condition are likely to escape the notice of the authorities if the war is greatly prolonged.



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SHOOTING NOTES.

THE SHOOTING SEASONS FOR GAME IN AND NORWAY.

SWEDEN.

THE following are the seasons during which, according to the new Game Law, animals and birds may be shot in Sweden, both the dates given in each case included:

Elk.-In the Royal Forest of Halle and Hunneberg, North and South Edsmären and Mösseberg, September 24th to October 23rd. Norbotton, Västerbotten, Västernorrland, Jämptland, Särna and Idre in Kopparbergs Lehn (yearling calves may not be killed or captured), September 35th. Gävleborg and the other parts of Kopparbergs Lehn, October 10th to October 16th. Throughout the rest of the kingdom. October 10th to October 23rd

Red deer.—Throughout the kingdom, October 1st to November 30th.
Fallow deer. — Throughout the kingdom, September 16th November 30th.

Roedeer.—September 16th to December 31st. In Jämptland and Kopparbergs Lehn they are protected all the year round until and including

-In Norrbotten, Västerbotten, Västernorrland and Jämptlands Lehn, September 1st to February 28th. In Malmöhus and Kristianstads Lehn, September 16th to December 31st. Throughout the rest of the

Lenn, September 16th to December 31st. Inroughout the rest of the kingdom, September 1st to February 5th.

Hazel grouse, ryper, capercaillie and black game.—In Norrbotten, Västerbotten, Västernorrland and Jämptlands Lehn, August 21st to February 28th (but capercaillie hens and greyhens only), August 21st to October 15th. Hazel grouse in Kopparberg, Södermanland and Ostergötlands Lehn are protected all the year round, as also capercaillie in Gottlands Lehn are protected all the year round, as also capercaillie in Gottlands. Lehn until and including 1914. Throughout the rest of the kingdom, August 21st to December 31st.

Partridges and quail.—In Västerbotten, Västernorrland and Jämptlands

Lehn, September 16th to October 15th. In Malmöhus, Kristianstad, Halland, Göteborg and Bohus, Blekinge and Gottlands Lehn, September 16th to October 31st. But in Norrbottens Lehn partridges are protected all the

year round until and including 1915.

Pheasants.—In Malmöhus, Kristianstad, Halland and Bleking Lehn, October 16th to January 31st. Throughout the rest of the kingdom, October 16th to December 31st. The birds are, however, protected all the year round in Göteborg and Bohus Lehn and Gottlands Lehn until and

including 1914, as also hens in Blekinge Lehn and on the island of Visingso in Vettern.

Woodcock.-Thro out the kingdom, May 16th

to December 31st.

Ducks of the following kinds: Mallards, shovellers dunbirds, pintails, non teal, garwalls, com ganeys, shelducks; snipe and waders.—In Malmöhus, Kristianstad, Halland and Blekinge Lehn, July 16th to December 31st. In Norrbotten, Västerbotten, Västernorrland Jämptlands and Lehn, zzth December 31st.

out the rest of the kingdom, August 1st to December 31st.

Wild swans.-September 1st to December 31st. But they are protected all the year round until further notice in Kopparbergs Lehn; as also in Stockholm, Södermanland and Upsala Lehn until and including 1916; in Orebro Lehn until 1917; and on Boren, Roxen, Glan and Kungs-Norrby-Sjö in Ostergötland till and including 1918.

Greylags, bean and white-fronted geese.-Throughout the kingdom, August 1st to April 20th.

Eider fowl .- On the West Coast from the headland of Kullen, the Norwegian frontier, November 1st to February 15th. On the East Coast and Bothnian Gulf and in Oresund to the headland of Kullen, September 1st to April 20th. This applies to females and year old young. Drakes may be shot on these coasts May 21st to April 20th. In certain tracts of the Skärgård (belt of islands) these birds are protected all the year round.

Velvet scoters.—Throughout the kingdom, September 1st to May 20th. Scaups, garrots and black scoters.—Throughout the kingdom, August 11th to December 31st and September 1st to April 20th.

-August 11th to May 20th.

Until further notice it is forbidden to shoot Canadian deer, wild reindeer, red grouse, avocets and black storks throughout the kingdom; razorbills on or near the Skerry called "Bonden" in Västerbottens Lehn; puffins in Göteborg and Bohus Lehn. Also the shooting of all birds, except birds of prey, ravens and grey crows, is forbidden on and around Lilla Karlsö, in Gottlands Lehn and on the island of Mäkläppur, Malmöhus Lehn. On Stora Karlsö all seafowl shooting is forbidden between the water owned by the shore proprietors and for 3,000yds, from the land

NORWAY.

The following are the seasons during which animals and birds may now be shot in Norway:

Elk.-September 10th to September 30th. Loose hounds which give tongue when in pursuit may not now be employed.

Red deer.—August 15th to September 30th. Hinds, September 15th september 30th. Yearlings may not be killed. Only one elk and one September 30th

red deer may be killed on each registered property.

Wild reindeer.—September 1st to September 14th. It is forbidden to use rifles of smaller calibre than 12m.m. or magazine rifles.

aver, roedeer and chamois (sie) are protected all the year round. Hares, capercaillie, black game and hazel grouse.—August 25th to March 14th. Cocks also, May 15th to May 31st.

Ryper.—August 25th to March 31st.

Woodcock.—August 25th to May 31st. Partridges.—October 1st to October 14th.

Swans and pheasants are protected all the year round.

SOME EXCEPTIONS.

Smaalenenes Amt.—Capercaillie and black game are protected from November 16th to January 15th (until July 1st, 1916). Ryper are protected until the expiry of the year 1917.

Akershus.—Hen capercaillie, greyhens and hazel grouse are protected from January 1st to August 24th; as also cock capercaillie and black cock from January 1st to May 4th, and from May 22nd to August 24th (to end of 1915).

Hedemarkens Amt.-Capercaillie and black game are prote November 16th to January 15th (to end of 1915).

Kristians Amt.—Capercaillie and black game are protected from November 16th till January 15th (to end of 1915).

Jarlsberg and Larvik.—Capercaillie and black game are protected from November 16th till January 15th (to end of 1915).

Söndre Bergenhus.-Capercaillie and eider fowl are protected until the expiry of 1915.

Romsdal Amt.-Red deer are protected in a number of districts

Nordlands Amt.—Capercaillie are protected in Lödingen, and hares in the portion of that district which is situated on the islands of Hindö and Fjeldö. Capercaillie, black game and ryper are, in addition to the close time determined by the law, protected from August 25th to September 30th in Hatfjeld-dal, and hazel grouse in the same district till the end of 1914.

Ryper shooting commences in Lefoden and Vesteraalen on August 20th. Tromsö Amt.—The shooting season for capercaillie and black game is altered to the period from September 15th to March 14th (till end of 1915).

Capercaillie and bla black ame are protected from November 15th to January 15th, until July 1st, 1916

In order to hunt wild reindeer on tracts of me tain which, without being "Stats Almening," are not privately owned, a foreigner must pay 200 kroner (£11 28. 3d.) in addition to the shooting licence, costs too kroner. which G. L.



HEADS OF OTAGO DEER.

THE NEW ZEALAND STALKING SEASON.

The past stalking season in Otago, New Zealand, was a good one as regards heads

and a very poor one from the point of view of the weather. early spring, following on an open winter, was favourable for horn growth and the general condition of the deer. Stalkers who got on to their best ground before the weather broke up secured some fine trophics. Stags started to roar exceptionally fine trophie early, as early indeed, as March 17th, and had practically stopped by April 20th. From the end of the first week in April, however, mist, hail, sleet and snow rendered it impossible to hunt much of the back country. Flooded creeks at times cut off stalkers from their best ground for days. One of the best bags of the season was made by Mr. J. Forbes, the measurements being as follows:

Points.	Length.		Spread.		Beam
	In.		In.		In.
14	 431		361	0.0	51
1.4	 412		38		51
1.4	 40		371	0.0	51
12	 431	0 0	331		51

These heads were all good in the cover points. Other good heads

Points.		Length.				Spread
			In.			In.
16	0 0		42		0.0	44
13			44			381
12			41			40
1.2		0.0	4.3	* *	* *	-
1.2			401	0 0		411

Much interest has been aroused in New Zealand by the catalogue of the Exhibition of British Deer Heads, published by Country Life. The photographs of the heads from Invermark are of peculiar interest to New Zealand stalkers, as the Otago herd is descended from deer sent out from this forest by the Earl of Dalhousie about forty years ago.

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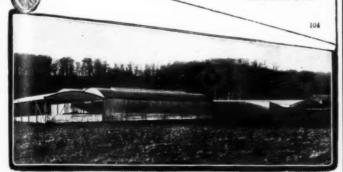
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THE GAZELLE OF RUSSIA AND CHINA-II.

N my article of September 19th I dealt very fully with the Gazella subgutturosa, and I now propose to describe G. s. yarcandensis, G. gutturosa, G. przewalskii and G. picticaudata.

G. SUBGUTTUROSA YARCANDENSIS.

General description: Height at shoulder and general body coloration similar to that of the typical race. Face markings (in which it closely resembles G. seistanica) strongly pronounced. A dark band runs up the forehead, where it divides and reaches to the base of each horn. The remainder of the face is fawn. The white rump patch is somewhat larger than in the typical form. Typical horns of this gazelle are longer, heavier and have less numerous, though more pronounced, ridges than those of the typical race. The amount of divergency in the horns of all these gazelle need not be taken into consideration, as it varies considerably in individuals. The Yarkand gazelle, therefore, possesses characteristics which clearly distinguish it from subgutturosa typica. Distribution: Locally throughout the whole of Chinese Turkestan at an altitude of between 3,000ft. and 6,000ft. They are principally to be found between the great central desert and the foot of the mountains. It is only towards the north-east that there is a gap in this encircling wall. We know that they inhabit the Lob Nor region, for specimens have been secured there. The exact limit of their distribution is somewhat uncertain east of this, but as the country generally rises and imperceptibly merges into the Gobi Desert, its range probably overlaps with G. s. typica.

G. GUTTUROSA.

General description: Height at shoulder about 30in. General coloration, light fawn. No face markings, though the top of the muzzle is slightly darker than the fawn of the back. The cheeks, limbs, under-parts, sides and rump are white. The tail is quite short, with a brown tip. No knee-brushes. This gazelle has a decidedly more ungraceful appearance, especially in the long, heavy shape of its head, than any of the other Asiatic gazelle. The horns differ very markedly from those of subgutturosa, both in size, colour and shape. They are short for the size of the animal, rarely reaching as much as 13in. in length, and closely ringed. Instead of diverging directly from the skull, as in the foregoing species, they are parallel at the base, diverging sharply above, with the tips gently bending in again. The backward bend is gently continuous from base to tip. In the colour of the horns, which are grey brown or dirty yellow, this species differs from any other gazelle. Distribution: The most westerly limit of its range is the steppe in the vicinity of the Russian post of Kosh-agatch, close to the frontier of North-West Mongolia. From there it extends eastwards across Northern Mongolia, south of the Siberian frontier

and north of the Great Altai. Where this range dwindles to low hills in the Gobi it spreads south, and meets the northern distribution of subgutturosa in that region. The eastern extremity of the Mongolian plateau forms its eastern limit. This may be taken generally as a line southwards along the Khingan Range to the north-east bend of the Hoang-ho.

G. PRZEWALSKII. Description: Height at shoulder about 26in. General colour, finely grizzled fawn. No ordinary gazelle markings, though the muzzle is frequently darker than the rest of the body. Inside of limbs, under-parts and rump, white. very short and fawn coloured. No knee-brushes. Mr. G. Fenwick-Owen's specimen, here figured, is the finest recorded specimen, the horns measuring 121in. in length. The great characteristic of the horns of this animal is the marked backward bend of the terminal half and the abruptness with which the tips hook inwards. Their divergency is not very marked in the basal portion, but becomes pronounced half way up. The rings are close together and very sharply cut. In its general appearance this gazelle resembles G. picticaudata of Tibet, but differs in its somewhat greater size and shape of horn. Distribution: Northern Kan-su, Southern Ordos and the vicinity of Koko Nor in Tibet. Mr. St. George Littledale observed and procured specimens of it in this last locality, which is well within the range of G. picticaudata. With the exception of this well known explorer and hunter, I only know of two Englishmen who have shot this little known gazelle, namely, Messrs. Fenwick-Owen and Wallace. both shot specimens near Shia-kou, about half way between Liangchow and Kanchow on the South Gobi trade route.

G. PICTICAUDATA.

The Tibetan gazelle is so well known, having been frequently shot by sportsmen, and referred to by explorers, that it seems hardly necessary to mention it here. However, for the sake of comparison with the foregoing species, I will deal with it briefly. Description: Height at shoulder, about 25in. General colour, pale grizzled fawn, darkening towards the hind quarters, and becoming rufous brown along the edge of the white rump patch. Face, the same colour as the body, without any dark markings. Insides of limbs, under-parts and rump patch, white. No knee-tufts. The foregoing is the winter coloration. In summer the general colour is slatey grey. Horns, 12in. to 13in., or occasionally more, in length. They are thin and very closely and sharply ringed. After starting vertically, they curve backwards with an even and decided bend. They do not diverge laterally to any marked degree. The tips gently curve upwards and slightly inwards. Distribution: The whole of Tibet from Ladak in the west to the eastern declivities of the



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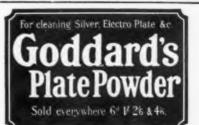
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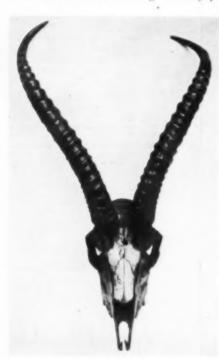
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plateau. Messrs. Rowland Ward have recently received a Tibetan gazelle head from the Tibetan border of the Kansu Province. As I am limited to space, and as my chief object in writing this article is to make the description and distribution of these five gazelle clearer to naturalists and sportsmen, I have refrained from dealing with any peculiarities in their



YARKAND GAZELLE.

habits, or the various methods adopted in their pursuit. I wish particu-larly to thank my friend, Mr. Frank Wallace, for the assist-ance he has given me. Not only has he supplied me with new information respecting Przewalski's gazelle and the eastern distribution of G. subgutturosa, but took much trouble in examining specimens at the St. Petersburg Museum. By correcting the proofs of article he has also rendered valuable help. I am also in

debted to Mr. Oldfield Thomas for enabling me to obtain two photographs of specimens in the British Museum; and to Messrs. Rowland Ward for the other three here figured. "The Book of Antelopes," Vol. III., by Sclater and Thomas, has supplied me with much useful information. J. H. MILLER.

WOMEN IN CANADIAN AGRICULTURE.

England we hear a great deal about the depression of agriculture, and few women take up farming, while fewer still succeed at it. It has been pointed out, however, that women have qualities which should go far to ensure their success when initial difficulties are not so great as to be almost insurmountable. Women have endless patience, and this virtue—greatly needed in any branch of work—is especially valuable in agriculture. They are, moreover, not tempted to occupy their time in sports and other amusements to anything like the same extent as are men. In Canada the number of women who are taking up farming, either as helps to their menfolk or on their own account, is steadily increasing in spite of the fact, complained of by women agriculturists in all parts of our Dominions, that the same facilities are not extended to them as to men, merely on account of their sex. The Government of the Dominion will not make a free grant of land to a woman unless she be a widow with a family, and great efforts are being made to get this law altered, for it acts with hardship on the enterprising spinster, who must either buy her farm outright or expend her energies on the farms of other people. Eleven thousand electors have recently signed a petition to the Minister of the Interior praying that a quarter section of land may be granted to women on the same terms It is thought that this reform would induce energetic young women to come out, which would help to spread refin-ing influences. Various women's clubs are also conducting an agitation on the subject. They are urging the Government to extend the privilege of "homesteading" to adult women, which is a privilege already enjoyed by women throughout the United States. At present the regulations of the Department of the Interior allow a woman who is sole head of a family to enter for a quarter section—that is, 160 acres of land—with the privilege of pre-empting the adjoining section if she wishes to. Should she fulfil the homestead

duties, she becomes in three years the absolute owner of her tract of land. These duties are a six months' residence and a cultivation of part of the land in each of the three years following the entry.

In spite of serious drawbacks, official statistics, compiled from data of the Census of 1901—the latest figures available—tell us that there were then nearly nine thousand women (8,897, to be strictly accurate) who were employed in agricultural pursuits, and by this time the number must have considerably increased. In British Columbia there were, in 1901, 95 women over sixteen years of age engaged in agriculture; Manitoba, 218; New Brunswick, 1,615; North-West Territories, 2,145; Nova Scotia, 1,248; Ontario, 3,879; Prince Edward Island, 554; Quebec, 1,254; and Yukon, 4. Varied and inaccurate statements appear in the Press regarding the number of women engaged in farming in Canada; and these figures, which are official, are useful and interesting as showing the actual and relative numbers.

Many women are succeeding admirably, and by their labours are adding materially to their own incomes and to the general wealth and prosperity of the country. The estimated wages alone paid to women agriculturists is put down for 1901 as 1,307,296dol. They undertake the raising of wheat and other cereals and various branches of field work, fruit and chicken farming, dairy work and the raising of livestock, etc. The Canadian woman farmer takes her life seriously. She is eminently practical and up to date in her methods; she thoroughly understands the manipulation of agricultural implements, and there are few branches of her work with which she is not familiar. She is up and out of the house by four or five in the morning, and she is busy all day. She drives the team when her man is too busy to work the hay-rake; she mows, rakes and weeds; she excels in stock-breeding and in bee and poultry keeping; she runs a dairy, sells the produce and keeps the farm accounts; she hauls hay and grain and is out in the bush cutting saplings till ten o'clock at night. In addition to all these labours she often lights the fire, cooks the food and performs most of the housework, and she is her own laundress and dressmaker, besides being nurse and medical adviser to friends many miles away. While women can make farming in Canada a most profitable undertaking, success does not come of its own accord, and there are generally bitter experiences and many years of disappointment to be faced, for it is a highly developed industry and requires special knowledge, training and experience. But conditions are gradually changing, and every year renders it easier for women to take up "mixed farming." In New Brunswick a family of women have successfully conducted their own farm of 350 acres for the last thirty years.

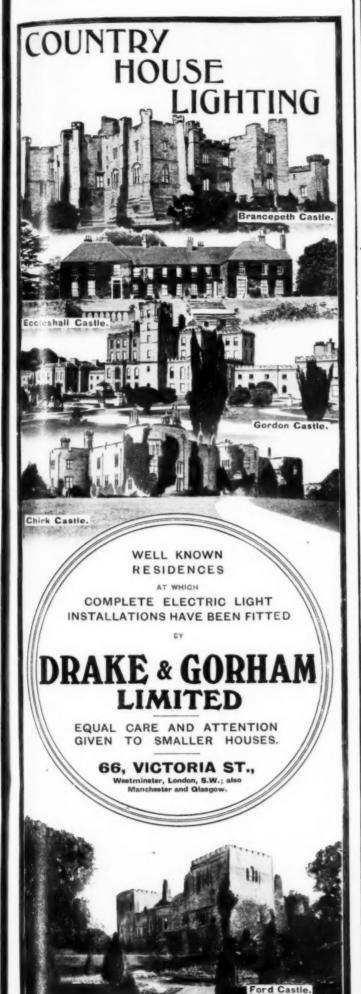
That the position of women in Canadian agriculture is steadily improving is shown by the success of the International Farm Women's Congress, which was held last year at Lethbridge in South Alberta. The idea of holding such a gathering would have been dismissed a few years ago as utterly impracticable, but it turned out to be one of the most important feminine gatherings which have ever taken place in the Dominion. It brought together 300 delegates from various parts of the world, and the Canadian Board of Agriculture paid the expenses of small delegations from each province in Canada. Eminent men were also invited to take part. It was presided over by the only woman editor of an agricultural journal in America, while the papers read were interesting and well above the average. Another innovation, which shows the increasing share women are taking in the farming economy of Canada, was the Special Women's Congress held this year at the Grain Growers' Convention at Saskatoon. Women are entitled to full membership in the local association. Special privileges, regarding reduced fares, etc., were granted to them on this occasion, as well as to the

etc., were granted to them on this occasion, as well as to the wives of farmers.

The majority of women have to undertake household work as well as farm duties, and a great deal is being done through the Central Committee of Women's Institutes to unite the women of the Canadian farming communities on a broad

basis for mutual improvement, by means of conferences, lectures, distribution of literature, etc. These Women's Institutes are a great feature in the farming life of the Dominion, and their value is now recognised and copied in other parts of the world. Each provincial union is governed by a committee, and there is a yearly meeting where all the committees gather to give an account of their work and to discuss the best means of improvement. It was recently stated by a high authority at Washington that the Women's

Institutes of Ontario, which date from 1898, were models for the world.



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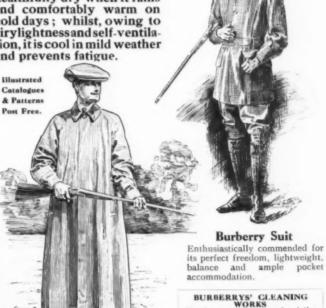
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RACING NOTES.



W. A. Rouch.

THE RACE FOR THE JOCKEY CLUB STAKES.

Trois Temps (the winner) and Hamoaze (second) leading the field.

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F the First October Meeting at Newmarket last week it may be said that from every point of view it was entirely satisfactory, for the excellent attendance and the manner in which owners of racehorses lent their support left no doubt as to the wisdom of the decision of the Stewards of the Jockey Club that racing should be carried on. Such of us as were present on Friday witnessed, I may add, an incident unique, I think, in the annals of racing, or for the matter of that of history, for mingling with the cheers which accompanied His Majesty's colt, Friar Marcus, as he went on his way to an easy victory in the Rous Memorial Stakes were those of a little band of wounded soldiers just returned

from the war. Some of them, still unable walk, remained in the motor-cars in which they had come from hospital; others, seriously inless jured, were able to watch the racing from the rails: but one and all were eager to get back and be "at it again." From time to time we read in the official reports of the war that the " morale of the troops is excellent." Well. indeed, it may be, for the absolute confidence of these men was wonderful. "Beat them," said one, "that we shall; there's a lot of them to be sure,

but they will be wiped out, it's only a matter of time." Somehow, as we listened to their simple, unaffected tale of war at its worst, it came home to us that to such as these quiet, khaki-clad men, and to those others who keep watch and ward for us at sea, we owe a debt which we can never repay. Many of them, thousands of them, have given us their lives, leaving their wives and children, all that a man holds dearest, to our care. Let us not forget that.

Now about the racing—none of it of exceptional interest. Mr. W. Astor's filly, Good and Gay, continued the run of good fortune with which—except in the classic races—the Manton stable has been favoured this year, by winning the valuable Buckenham Stakes—1,950 sovs. She is the first, and up to now the only, winner got by Bayardo; but that Mr. "Fairie's" good horse will eventually make a name for himself as a sire I have no doubt. Horses trained, as he has been, for Cup races not infrequently require a year or two of comparative rest before they begin to announce themselves as successful sires. Next year, indeed, if all goes well with them, some of the young Bayardos will very likely make themselves conspicuous. Good and Gay herself is an improved and improving filly, showing a distinct resemblance to her famous sire. Whether she is better than

Mr. L. Neumann's Snow Marten, of the winner Two Year Old Plate on the same afternoon, is a matter of opinion. the balance of evidence inclining, I think, in favour of the latter, a beautifully bred and shapely filly by Martagon out of Siberia-engaged. by the way, in the Imperial Produce Plate at Kempton Park on Friday next, a race in which, if both run, she would be meeting Good and Gay with a matter of 15lb. in her favour. Of the four runners for the Thirty-sixth Great Foal Stakes, three were trained in

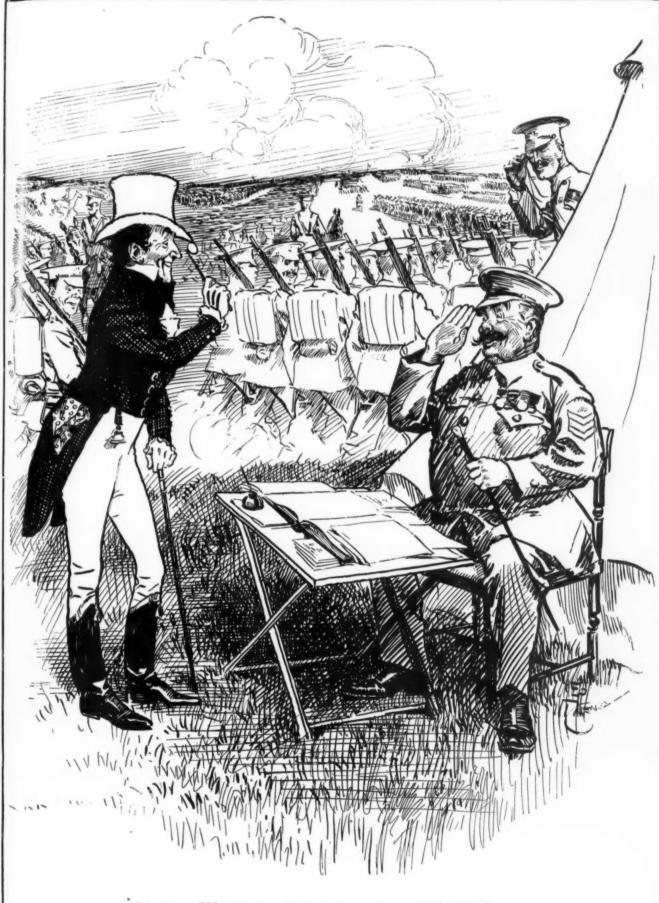


W. A. Rouch.

TROIS TEMPS.

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the Manton stable. On one of these—First Spear—odds of 7 to 4 were laid, but her stable companion, Sir Eager, beat her in a canter by three lengths. This form is, I think, completely unreliable. What happened I do not know. At one moment First Spear was apparently playing with her opponents; the next her ears went back, she dropped her bridle and, as I thought at the time, declined to make even an attempt to race. It subsequently transpired that something must have been wrong, for the filly pulled up in such distress that she could barely manage to walk to her box. She may have been sickening for some illness,



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may have had a temperature. Anyhow, there was something wrong, and it will be as well to await further developments before assuming that Sir Eager can beat her as he did on Tuesday last. I did notice a little blood in her mouth, so she may possibly have broken a small blood-vessel.

On Wednesday Mr. E. Hulton's two year olds, Silver Tag (a filly by Sundridge out of Silver Fowl) and Torloisk (a colt by Gallinule out of Jongleur), both continued their successful careers by respectively winning the Boscawen Stakes and the Hopeful Stakes. They are both two year olds of good class, and it must be a source of satisfaction to Mr. E. Hulton that both are of his own breeding. A propos of breeding. Sir R. Iardine's colt, Sunbar, winner of the Linton Plate, can boast of an illustrious pedigree, for he is by Sundridge out of Baronne, by Melton out of Baroness La Flèche, by Ladas out of La Flèche. Thursday last Mr. W. Astor's colt, Trois Temps, had done little to distinguish himself, but on the afternoon of that day he won the Jockey Club Stakes and 7.740 sovs., followed home by his stable companion, Hamoaze. If the book of form can be relied upon, his winning such a stake must be set down rather as a matter of luck than of merit; but there is about him the possibility that he may develop into a useful four year old, for he is stoutly bred. He is, in fact, a half-brother, by William the Third, to that versatile racehorse, Mark Time, his dam Semitone, by Lowland Chief out of Mentone, by Promised Land out of Montana, by Rataplan out of Mountain Flower, by Ithuriel. Good sound breeding this, and eminently suitable, I think, for mating with William the Third, by St. Simon out of Gravity, by Wisdom out of Enigma. In the Sixty-seventh Triennial Produce Stakes Lord Villiers' indomitable little filly, Security, gave us another of her characteristic exhibitions of unfailing pluck, for she fairly worried the big colt by Fowling Piece out of Lady Hamburg out of the race.

On Friday the noticeable features of the racing were the winning of the Rous Memorial by His Majesty's Friar Marcus, with consummate ease; the very smooth performance of Kennymore-quite on good terms with himself and his surroundings-in the Newmarket St. Leger; may be called the public Cambridgeshire trial between Santair and Cheerful in the handicap of 400 sovs.; and, for a reason to which I will shortly allude, the winning of the Ditch Mile Nursery by Mr. J. Cooper's Cornsheaf. Here is the "reason": Cornsheaf is by Cornstalk out of Lady Cringle, sold, when carrying Cornsheaf, for 20 guineas. Now Cornstalk is by Trenton out of Glare, famous to all time as the dam of Lesbia, Vivid, Flair and other winners, and of Lady Lightfoot, dam of Prince Palatine. Cornstalk was himself a much better racehorse than shown by the book. This much know about him, that, had he not broken down, Sam Darling, never an optimist, thought he would not have been beaten for the Cesarewitch. His stud fee is only 18 guineas; hardly anyone sends him a mare, yet everything he gets wins races.

Now about the Cesarewitch, run on the Wednesday of next week. When the weights were published, I drew attention to Princess Dorrie (7st. olb.). At the time of writing she is favourite in the betting, the best offer against her being 5 to 1, a remarkably short price, seeing that ten days intervene between As an easy winner of the One now and the day of the race. Thousand Guineas and Oaks, she certainly represents the best "class" in the race, but her stamina must be taken on trust. It may, however, be fairly assumed that with the trial horses at the disposal of her trainer, little has been left to chance in this respect, and if she has satisfied her trainer that she can stay, I see no reason why she should not beat all and sundry of Of these the most dangerous seems to be the her opponents. four year old Arda (7st. 7lb.), though neither last year's winner, Fiz Yama (8st. 1lb.) or Grave Greek (7st. 9lb.)-beaten a head last year-can safely be ignored. It might, by the way, be worth noting that Vinilla (7st. 2lb.) and Conamur (6st. 4lb.) are trained in the same stable as Conamur, and that Collodion (6st. 9lb.) is likely to run far better if the going is soft than he did last week at Newmarket. There will be sales of bloodstock on Wednesday and Thursday next. The Sledmere fillies come up on Wednesday, among them one by Spearmint out of Violante, and another by Bayardo out of Star of the Sea. Other sellers on the same day are Mr. Harrison of the Aislabie Stud, Mr. Peter Fitzgerald of the Mondelihey Stud, Adare; Mr. Francis Luscombe of the Tilgate Forest Stud, the Earl of Dunraven of the Fort Union Stud, Captain Greer, Sir John Robinson, Mr. E. Kennedy, Straffan Station; Mr. W. W. Bailey and others-altogether quite an attractive catalogue. TRENTON.

KENNEL NOTES.

CARRY ON.

HE immediate outcome of hostilities, so far as our own corner of the world was intimately interested, was the cessation of dog showing, or practically so, since few shows have been held. As it happened, the first few weeks of the war coincided with a usually quiet time in normal circumstances, but several shows of importance have been abandoned, including those of the Scottish Kennel Club the Fox Terrier Club, the Wire Fox Terrier Association and the Ladies' Kennel Association (Members). Of course, it is in no sense surprising that this should have been the case, for the mind of the country was obsessed with one subject to the exclusion of all others, added to which was the dislocation of traffic on the railways. Now, however, we are able to get our bearings again. and people are beginning to ask if the considerable industry that has grown up around dog showing should be entirely jeopardised, with the inevitable privations that must occur Large numbers are entirely dependent upon this branch of sport, while still more among the poorer classes swell their small incomes by the sale of dogs, receipt of stud fees and so on.

At the time of writing I cannot say what will happen to the annual fixture of the Kennel Club, which has been arranged for Olympia in December. Much disappointment will be occasioned if it cannot take place, since we were looking forward to various novelties and altogether a bumper entry. It was expected with confidence that this would inaugurate a new era in the long and creditable history of this event. Between now and February much may happen, but already Mr. Charles Cruft is throwing out feelers, inviting exhibitors and secretaries of specialist clubs to let him know what support he may expect from them. It anyone contemplates starting a kennel, this is undoubtedly a most favourable time for the acquisition of first-class stock at rates by no means commensurate with its true value. Many forced sales have occurred through owners going to the front, and I have heard of great bargains being picked up in this way.

It may be said at once that if the continuance of showing would in any sense be inimical to recruiting, then shows must cease for an indefinite period, but it is not on all fours witl. football, hockey and other games in which the participants are lusty young men of serviceable age, whose patent duty is to get into uniform instead of shirts and jerseys. As Baroness Burton wrote very wisely the other day, women can do most of the work, while the cleaning and rougher duties of the kennel can be performed by men who are too old for military service. Not a single man need be tempted from the path of honour if dog shows go on, and the fact that employment will be found for many who might otherwise be among the necessitous must forcibly weigh in summing up the pros and cons. At the best, shows will be bound to suffer to some extent, as many of the prominent breeders or their close relatives are in the fighting line. The appearance of the casualty lists has already brought sorrow and anxiety into a number of families, and general sympathy will go out to those who have to stay at home and suffer.

LIGHTENING THE RESPONSIBILITY.

In its desire to minimise the risks of show executives when so much uncertainty prevails, the Kennel Club has temporarily relaxed its rules prohibiting the cancellation and amalgamation of classes, and in the event of a show being promoted for the benefit of war charities, the committee grant challenge certificates, even though the first prizes are of less value than £2.

The clubs responsible for running the great joint terrier show at the Royal Botanic Gardens in the summer have decided upon a winter fixture, the date being November 10th, and the venue probably the Royal Horticultural Hall. All the profits will go to war charities, and as these are round about £150 a substantial sum should be raised. This is such an uncommonly interesting affair that a numerous "gate" may very reasonably be expected. I do not know the reason for their abstention, but if it could be overcome we only want to see smooth foxterriers and Welsh terriers added to the schedule to get a very representative array. I have heard a rumour that smooth fox terriers will be included.

While on the matter of cancellations let me record the abandonment of the Kennel Club retriever trials, which were to have been held early in November over Lord Lonsdale's Cumberland shootings, as well as the three meetings arrange for the near future by the International Gundog League—wit, the Retriever Society at Lillieshall, the Retriever Championships near Norwich and the Spaniel Society near Witney.

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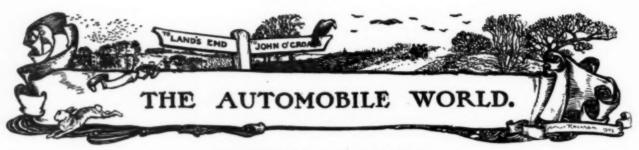


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RANDOM COMMENT.

LTHOUGH the traffic will doubtless adapt itself in time to the new conditions, driving in the London streets after dark is at present a somewhat perilous business. Many of the main thoroughfares which used to be so brilliantly illuminated that it was possible to steer to a hair's-breadth and to drive as fast as in the daytime are now almost as dark after sunset as a country lane. Safety in such circumstances is only to be secured by a general slackening in the speed of the traffic, as the more general use of powerful headlights would, I believe, merely add to the danger. This fact will have been apparent to anyone who has driven in London during the past few weeks. In normal times head-lamps cause little inconvenience to the drivers of other vehicles in the central parts of the metropolis, owing to the excellent lighting of the streets. In the semi-darkness which now prevails a good head-lamp is as disconcerting to approaching traffic as it is in the country, with the added danger that a driver cannot as a rule slow down or steer to the side of the road in order to lessen the risk of collision. The use of head-lamps at all within the London area would seem to be opposed to the present policy of the authorities, and I venture to suggest that they might be prohibited altogether until normal conditions prevail once more.

The war seems likely to have an important, if only a temporary, influence on the struggle for supremacy between the omnibus and the tram. Owing to the insatiable demands of the War Office for mechanically propelled vehicles for transport and other military purposes, a large number of omnibuses have already been commandeered, and the rate of their withdrawal from the streets is likely to increase rather than diminish. Indeed, I have heard it prophesied on good authority that if

the war is much prolonged there will be few, if any, petrol omnibuses left in London. This would result in a huge revival in the prosperity of the tramway companies, who have been hard hit of late years by the motor omnibus, owing to the latter's greater average speed and comparative freedom from traffic obstruction. In the long run the omnibus companies will doubtless benefit, as they would be able to resume business with a plant largely composed of new and improved vehicles, paid for by money received from the Government for their commandeered machines. In the meantime the bulk of the passenger traffic will be driven to the trams and the tubes, with the result of a considerable reduction in the congestion of the streets.

From all accounts the owner-drivers attached to the Head-quarters Staff of the Army abroad for despatch carrying and other duties have been having a strenuous and interesting time. Some have been averaging as much as 250 miles a day for weeks on end, and as their work constantly takes them close to the firing-line they have been able to gain as comprehensive

an idea of modern warfare as anyone in the field. Some good stories are already being told of their adventures, one of the best being related of a motorist whose name is well known in racing circles. One day, when returning from the front to headquarters, his car broke down, and, as the repair seemed likely to take some time, he stopped a passing transport wagon and asked for a tow. This was readily granted, and the car was soon careering along at a steady twenty-five miles an hour behind the lorry. At the next cross roads, however, the transport driver took the wrong turning, and the motorist, who knew the country intimately, realised to his dismay that he was being dragged straight towards the German lines. Shouts and hornblowing proved unavailing to attract the attention of the misguided pilot, while it was obvious that to jump from the car

would result in disaster to both vehicles and probably both drivers as well. In this predicament the luckless despatch carrier was just resigning himself to the inevitable when the transport driver suddenly slowed down and stopped, and, walking back to the car, said that he thought he must have lost his way. I understand that the language of the motorist was more forcible than polite, and that the face of the other was a study when he was made to realise that not a quarter of a mile ahead was a village in the occupation of the enemy. I am told that the cars have stood up to their hard work surprisingly well, on the whole, and that one famous English make, which is commonly supposed to require unremitting and skilled attention in order to maintain it in good running order, has shown astonishing powers of resistance to the neglect to which every car employed on active service is inevitably subjected.

One of the minor results of the war has been the virtual disappearance of the "scout" or "road guide" from the roads. Many of these men were Reservists, who have now been called up, others have enlisted, while about a hundred of the Automobile Association's men have been formed into a company for service with one of the cyclist battalions. The principal raison d'être of the "scout," the warning of motorists of the position of police traps, has largely disappeared, as the depletion of the ranks of the constabulary through Reservists rejoining the Colours and the multitude of new duties which the war has thrown upon their shoulders has left little time for the working of controls. A few drivers of the baser sort have taken advantage of this cessation of hostilities between motorists and police, but I do not think that much difference is discernible in the average speed of motor traffic on the country roads. It is to be hoped that the present truce will ultimately develop into a permanent

peace, and that police trapping, at any rate in the open country, will never be revived. Probably a good deal will depend on motorists themselves and the manner in which they use their new-found freedom, so that there is even greater need than usual for care and consideration in driving.

The quarterly Navy List just published shows that the Royal Naval Motor Boat Reserve, the newly formed yachtsmen's force, to which I referred some weeks ago, is attaining considerable dimensions. Without counting the additions which have been gazetted within the past week or two, the Reserve already includes 54 lieutenants, 47 sub-lieutenants and about 70 motor-boats and yachts. Included in the craft, whose names appear in the list, are most of the well-known motor cruisers, and it is evident that the yards round the coast must by now have been denuded of nearly every vessel suitable for the service. I have heard of one or two yachting men who have actually given orders for new boats in the hope that they may be accepted by the Admiralty when completed, and the example is one that might well be followed.



A 12-15 H.P. FIAT AMBULANCE.

Winter service of a continuous character is sure to prove beyond the capacity of some of the vessels now commissioned, and before many months are past there are likely to be numerous gaps in the motor patrols. The yacht yards are now able to complete orders in record time, and I have no doubt that a stoutly built cruiser suitable for employment in the Royal Naval Motor Boat Reserve could be finished by the end of the year. The growing enterprise of the German submarines would seem to indicate that the inshere patrol work, which the motor-boats are presumably intended to assist, is by no means an unimportant duty. That it requires vessels of good sea-going capacity and hardy and experienced crows no one with any knowledge of our coasts in the winter will be disposed to deny. There are plenty of suitable volunteers, but, so far as I can gather, an increasing shortage of boats.



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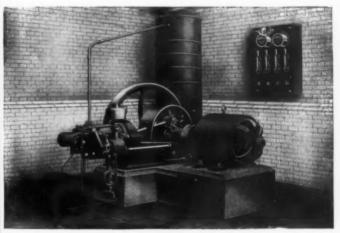
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SHOOTING NOTES.

SNIPE SHOOTING IN IRELAND.

RELAND easily takes precedence of Great Britain as a happy hunting ground for the long-bills, and for this three probable causes can be assigned. First, its climate, influenced by the Gulf Stream, is singularly humid and equable; second, wild and uncultivated tracts affording congenial harbourages are characteristic of its topography and far exceed woodland and tillage; and third, the sparsity of population and comparative freedom from traffic and disturbance must be taken into account. Independently of the birds which breed in the country—and these are numerous—the migrants, which constitute the great majority, begin to put in an appearance as October advances, and by mid-November the flights are practically over and well dispersed through all their accustomed haunts. Broadly speaking, the cream of the shooting lies in the West, South-West and South, and if I were to name any particularly favoured counties, these would be Mayo, Galway, Clare, Kerry, Cork, Tipperary and Waterford. In suitable weather the prodigious numbers of snipes to be found upon special haunts would appear almost incredible. I remember my friend, Captain the Hon. E. De Moleyns, a crack snipe shot, knocking over fifty-four brace one December day on the Dingle Marshes, Kerry, and there are many similar records. In an immense tract of wet rushy fields not far from Ballina, County Mayo, I unfortunately ran out of cartridges one day after shooting twenty-two couple and missing almost as many more, for I did not pick my shots, and that before I p.m. Snipe haunts in Ireland may be divided into four, viz., the brown or red bog, so called from its surface colour; the marshes, the rushy fields, and along tidal reaches and backwaters. As regards the first, red bog is present in some degree in all parts of Ireland. Irrespective of the great Bog of Allen and its ramifications, the Western Counties from Donegal to Kerry disclose enormous areas of peat (local "turf") formation which geologists affirm to having been thickly timbered in past ages. In West M

As to the right time, there can be no doubt that mild, open weather with a reasonable amount of wind is the best condition, always supposing that the moon is present at night. When the moon has waned—during "the dark moon" as the natives say—sripes forsake the bogs—why, I know not, but the fact is well known to local sportsmen. Again, it is of little use trying red bog in light frosts. There may be plenty of birds, but they will seldom stand set, springing at prohibitive distances and encouraging others in their proximity to do likewise. In hard frosts or snow, red bog is a dead letter as far as snipes are concerned. For beating these tracts effectually, be they large or comparatively small, there may be different opinions. I give mine as follows: I suggest that the gunner, accompanied by one dog, a pointer or setter well used to snipcs, first works up wind in a series of zigzags, and, having gone as far as he cares to, doubles back to pick up scattered close-lying birds which had escaped the dog's notice. By the first procedure the dog will have got well into his work and be all the more anxious afterwards. When he points on the return journey the shooter will do well to head him at some distance, as I have known snipes to run from a close set, and besides, it by no means follows that the dog is directly on the bird. Having taken this precaution, the dog on point is carefully approached down wind. In walking over red bog it is very necessary to keep a sharp eye out for quagmires. These will be indicated by small patches of vivid green, upon which should a man carelessly step he may disappear for ever, actually swallowed by the liquid black mud underlying such emerald growths. I was once accompanied by a young officer on one of these bogs, to which he was unaccustomed. He was walking about twelve paces to my right, with his gun across his left arm. Intent on watching my red setter quartering ahead, he had forgotten my instructions and tremendous report. Looking hastily round, I perceived the head of my friend s

By the term "marshes," I mean ground where water in some form is conspicuous. High reeds, flaggers, coarse grass, rushy patches interspersed often with low scrub upon uneven, peaty soil, and what are known as quaking bogs, i.e., where

by treading upon the crust of coarse vegetation one see-saws up and down, are the principal features. Such places constantly border the loughs, big and little, or, elsewhere, are full of pools fed by springs or are intersected by streams. These haunts always hold snipes, but should be cautiously walked for much the same reason as red bog. Mild weather is to be preferred here also. No doubt many shots will be had in hoar frosts, but snipes are then less likely to stand set, and show a tendency to flush in wisps, too often beyond reasonable range. Nevertheless, here and there odd birds, often couples, will be surprised and in such light frosts the marshes are, of all places, the most reliable, in my opinion. During severe weather the spring or running water will keep birds in the marshes, and then walking them up is to be recommended by every unfrozer border. Snipes fly much more sluggishly in hard frosts than ordinarily, and can be knocked over with comparative case.

Low rusby fields are a predominant feature of Ireland.

snipes hy much more stuggishly in hard frosts than ordinarily, and can be knocked over with comparative ease.

Low, rushy fields are a predominant feature of Ireland and in moist, open, windy weather immense numbers of sniprare very frequently to be found in them. Many of these enclosures are small, but they commonly form quite an extensive chain. Wet puddles (locally "flashes") are usually present and should there be any running water its margin would be surely remunerative in extreme frost. This is very interesting shooting, and, when plenty of birds are in evidence, walking them up is sometimes better than working with a dog. A elsewhere, they are sure to be wild in moderate frosts, especially on calm bright days. The next ground worth mentioning it that bordering upon river estuaries or the numerous backwater formed on Irish coasts by projecting sandy peninsulas. The time best suited for such places is during really severe weather when most inland parts are frozen over. Soft ground for boring must always lie where the tide flows, and the reeds and coarse rank herbage covering the margins offer excellent cover. Shots will be had at low water, but at flood tide snipes congregate in the rough growths mentioned close to the water, waiting for the ebb.

Here they are certain to be met with, and, of course, a retriever, to be kept rigidly to heel, is indispensable. The last place I know of in Ireland where snipes are found is upon the lower mountain slopes wherever rushes garnish the rivulets, and these birds are invariably less bulky than their congeners of the lowlands. They are unsought, but help to vary the bag of the mountain woodcock shooter. A few remarks upon the knack of shooting snipes may be serviceable. No less an authority than Colonel Hawker says: "If they spring from nearly under your feet, remain perfectly unconcerned until they have done twisting, and then bring up your gun, and fire." The snipes of the gallant Colonel's time must have been unusually accommodating, for the writer's experience is directly contrary. Premising that a snipe flushed is flying from the shooter, by the time it has concluded the "twisting" process it would be beyond the range of any description of gun. When a snipe springs with its warning cry of "Scape," it darts rapidly upward and usually to the left for about three or four yards, and then turns at an obtuse angle for a short, straight flight, which as often as not brings it in a direct line from the gun for about two seconds—not longer, as a rule. Then is the moment to take it, before it has got full way on, and when, if it flushed fairly close, the distance will be from twenty to thirty yards. It is a mistake to fire snapshots at snipes. All birds flying from the shooter give time for a cover, if only the eye and hand work quickly and together. But immediately upon this momentary cover being obtained there can be no dwelling on the trigger. The crucial point seems to lie in the velocity of the bird's movements and the infinitesimal time available for covering, which induce a sort of panic. The unpractised hand, if he does not lower his piece in despair, will blaze away after the bird commences to twist, or most probably discharge an aimless snapshot. Absolute coolness and sangfroid are essential. Therefore, in stra

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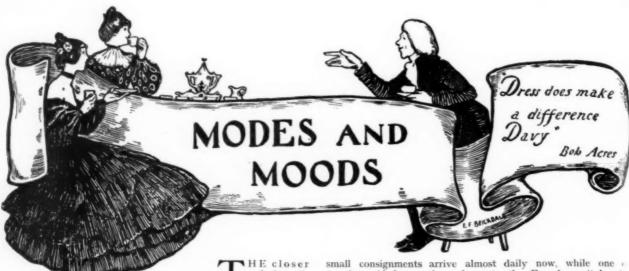
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the investi-

the attitude attained by our great drapery establishments during the present stress, the more impressed one becomes with the real fineness of it. With the very rarest exceptions—over which a veil shall be generously drawn—men employés within the age limit have neither been coerced into the Army nor restrained from enlisting, while they have invariably departed under the happiest auspices, so far as their future is concerned, if they are fortunately spared to return. And a word also is due to the women employés who are left behind. Many of these, women of the keenest intelligence and practical knowledge, have quietly and unostentatiously stepped into the vacant places left by the depletion made by the war, and, be it quickly said, with no sort of ulterior motive. The positions are merely being kept open until such time as the original owners return, or have to be replaced. In a word, the spirit to be met in every direction is glorious. It has swept away all the everyday little spites and prejudices, almost inevitable in large business concerns, where rivalry is

power that keeps the wheel revolv-ing at full pressure, while the efforts made by the heads of departments to keep the workers under their con-trol fully employed is an object lesson that I cannot too heartily commend the world at large to observe. The unanimity that unanimity that one and all, from the proprietors or directors, down to the very least of the employes have shown to keep things going normally as as possible can, perhaps, only be appreciated by who have really gone into the subject. But I, for one, can vouch that this is so, and that the determination is adaman tin e to maintain employ-ment at the highest possible level

Although the general trend is necessarily, under the circumstances, towards simple practical attire, it is quite erroneous to imagine that nothing is coming from Paris. As a matter of fact,

small consignments arrive almost daily now, while one of two intrepid buyers have been to the French capital quit within recent days. From them one learns that, notwithstanding monetary difficulties, certain determined spirits over there are busily evolving designs for the immediate future.

monetary difficulties, certain determined spirits over there arbusily evolving designs for the immediate future.

The sketch for the week provides a text to the alway arresting subject of blouses. There is every probability that the blouse has taken on a fresh lease of life, if, indeed, any lease of this popular garb can be said to have expired. But several distinct and material changes have come about in their connection during the past few months, and, as many of us foresaw the waistcoat model has successfully outlived its summer madness. Some there were who prophesied its sure demise, having wearied of the expression of striped and plain lawn. On its dead ashes, however, there have arisen many attractive varieties fashioned of lace and chiffon, with the waistcoat movement carried out in striped moire or taffetas faille. Then there is the simple slip or shirt style of blouse with the new shapely high collar, which just rolls over at the summit and merely leaves the throat exposed just in front. It is one of these last we have selected for our selected for our



A NEW BLOUSE WITH A BECOMING COLLAR.

illus tration, model that would lend itself admir ably to the aboveably to the above-named taffetas faille, the which, by the way, is taffetas with a rib in it. The sleeve cut in with the shoulder piece forms one with forms one with the slightly full back and front, the whole being mounted into the base of the high collar. The shap-ing of this collar, I may say, is contrived in sections, and sometimes. insometimes, in-stead of starting exactly at the base of the throat, is continued below, and so effects a little round yoke. Among several persuasive models after this genre was one carried out in heavy white crêpe de Chine
mounted over
shell pink soft
satin, which was
likewise requisitioned to line the collar and cuffs.
There are other indications also as to the assured re-vival of the high collar, although sensus of opinion is that it will be some long





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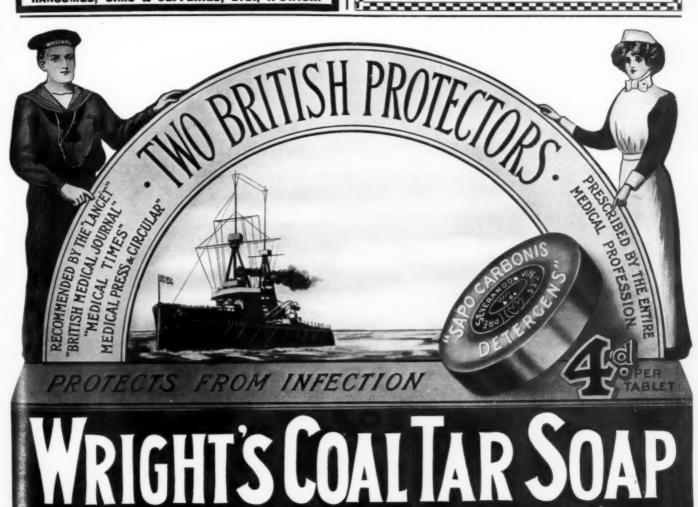
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yet before the becoming and supremely comfortable décollete throat is dispensed with. But the latter will not be allowed any longer to monopolise the situation. That is made very

any longer to monopolise the situation. That is made very clear, and while many will doubtless bemoan the revival, there are others who will be only too glad to avail themselves of the shapely high collar denied them so long.

One house there is, however, in our midst that, except on general principles, so to say, stands entirely on its own feet. As a matter of fact, Burberry leads, and, in their own particular line of country, may be said to have the eyes of the world upon them. Very highly appreciative of what this firm can turn out are the Americans, who during the past week or so have been flocking to the Haymarket in quest of those inimitable steamer wraps, smart simple tailor-mades, together with absolutely the last word in sports suits and sports millinery, one and all of which bear the unmistakable stamp of supreme taste, cut and finish which is so essentially Burberry. And who, forsooth, has done more to encourage British industries than these people? Their silks alone stand equal to any the world over, and are, Their silks alone stand equal to any the world over, and are, indeed, surpassingly exquisite in design. Prominent among the latest inspirations is a giant butterfly pattern, and another wonderfully conceived of poppies and fantail pigeons. The inside of a Burberry wrap is almost invariably as attractive as the exterior, and indicates a fastidiousness of thought it has certainly been reserved for Burberrys to bring into play in concertainly been reserved for Burberrys to bring into play in connection with the sterner sartorialism. The fair American nection with the sterner sartorialism. The fair American elegantes smiled with particular approval on some circular capes made of a large check blanket material. These, with the firm's customary acumen, have been brought out to tone with various customary acumen, have been brought out to tone with various tweeds and covert coatings, and so create a fresh version of the three-piece costume—coat and skirt and cape en suite. A glorious wrap is the "Burrap" of real vicuna in a natural beige colouring, lined through with the above-mentioned butterfly silk. The cost of the "Burrap" is, naturally, appreciable, but it represents an investment that would last a lifetime. A most gratifying success, also, is being achieved with a novel, roomy, half-length coat, fashioned of a boldly checked material, completed by large, workmanlike, patch, pockets, and particularly, long graceful workmanlike patch pockets and particularly long, graceful revers. This conforms in the cleverest way to the approved greater freedom of ligne without for a moment detracting from the requisite neat appearance necessarily associated with such a model. Similarly with a Slimber waterproof model, which,

to meet with duly proportionate effect the extremely short skirts now worn, has been curtailed in length and, moreover, fitted with an inverted expanding pleat either side to provide the requisite flow of ligne. This coat is the epitome of chic throughout, and could be worn ordinarily as well as during wet weather. It is particularly fascinating in a delicate putty shade of Slimber lined waterproof silk. Nor is the deep band completing the model on item to be emitted this being attached at the back. an item to be omitted, this being attached at the back only while other special materials culled to its cause are Solax an Urbitor coating. One marvels and marvels again how, working within the certain restricted area they do, Burberrys yet never cease to evolve novelties, and to keep their salons not merely full, but positively overflowing with persuasions.

L. M. M.

BOOKS RECEIVED.

The Memoirs of Admiral Lord Charles Beresford, by Himself, Two volume-(Methuen, 30s.)

The Life of Lord Roberts, V.C., by Sir George Forrest, C.L.E. (Cassell, 16s.) Napoleon's Russian Campaign of 1812, by Edward Foord. (Hutchinson, 16s.) Dictionary of Madame de Sevigné (two volumes), by Edward Fitz Gerald (Mag. 8s.)

Se.)
The Admirable Carfew, by Edgar Wallace. (Ward, Lock, 6s.)
Oh! James, by May Edginton. (Eveleigh Nash, 6s.)
The Gentleman Adventurer, by H. C. Bailey. (Methuen, 6s.)
The Gentleman Adventure, by Mrs. George Norman. (Chapman and Hall, 6s.)
The Wonderful Adventure, by Mrs. George Norman. (Chapman and Hall, 6s.)
The Clergy House, by Vincent Brown. (Chapman and Hall, 6s.)
The Flute of Aready, by Kate Horn. (Stanley Paul and Co., 6s.)
Elizabeth's Prisoner, by L. T. Meade. (Stanley Paul and Co., 6s.)
Rhoda Fleming, by George Meredith. (Constable, 6s.)
Wittoria, by George Meredith. (Constable, 6s.)
Men of the Deep Waters, by William Hope Hodgson. (Eveleigh Nash, 6s.)
Leaves from the Countryside. (Heath, Cranston and Ouseley, 6s.)

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Famous Land Fights, by A. H. Atteridge. (Methuen, 6s.)
Crime and Punishment. by Fyodor Dostoevsky, translated by Constance Garnett.
(Heinemann, 3s. 6d.)
The Complete Curler, by J. Gordon Grant. (A. and C. Black, 3s. 6d.)
Thoroughfares, by W. W. Gibson. (Elkin Mathews, 2s. 6d.)
Borderlands, by W. W. Gibson. (Elkin Mathews, 2s. 6d.)
The Hours of Chance and Other Poems, by M. C. Aldrich. (Elkin Mathews, 2s. 6d.)
The German Army from Within. (Hodder and Stoughton, 2s.)
How Germany's Great Lie, by Douglas Sladen. (Hutchinson, 1s.)
The Great War Book, Duily Chronicle. (Hodder and Stoughton, 1s.)
Katherine the Arrogant, by B. M. Croker. (Methuen, 7d.)
London at Night (a sketch book), by Frederick Carter. (A. and C. Black.)

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MID direful prophecies that our boots will probably cost, more or less, their weight in gold before long, it is very cheering to receive an autumn catalogue from the famous Lotus, Limited, of Stafford, quoting pre-war prices for their excellent wares. That the cost the famous Lotus, Limited, of Stafford, quoting prewar prices for their excellent wares. That the cost of leather is increasing by leaps and bounds and will continue to do so is inevitable, but the Lotus manufacturers, having a large reserve stock in hand, have patriotically decided to make it up for sale at the normal prices, hoping by so doing to encourage purchase and maintain in full employment all the men who have not left them for training camps or the front. In buying a stock of boots and shoes now, therefore, it should be borne in mind that not only is one making a good investment, in view of the inevitable rise when present leather stocks are exhausted, but also, since every pair bought means another pair to be made, contributing to employment. Of the boots illusexhausted, but also, since every pair bought means another pair to be made, contributing to employment. Of the boots illustrated in the present catalogue it is unnecessary to speak in detail, but we would like to draw attention to the admirable Lotus Boot for Officers (No. 358A), a comfortable waterproof boot made on an entirely new principle and of the finest quality leather. This boot is said to have stood the severest tests with very satisfactory results, and is being retailed at a price which should commend it to everyone.

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The convenience of the portable electric torch is undeniable, but, unfortunately, the huge demand has led to a flooding of the market with shoddy imported articles which give anything but satisfactory results. At the same time, it is possible to obtain a thoroughly well made article at a reasonable price if one goes to the right people, among whom must be numbered the Nulyte Portable Electric Company of Black and White Buildings, Darlington Street, Wolverhampton. Apart from their excellence, the products of this firm can have no stronger recommendation, especially now, than that they are made entirely by British labour in the most modern and up-to-date factories—which have recently undergone considerable extension. factories—which have recently undergone considerable extension. The new catalogue just issued by the firm contains details and The new catalogue just issued by the firm contains details and illustrations of pocket lamps and projectors of every conceivable type, the "Nulyte" Boy Scout Lamp, a hanging lamp which may be carried on a button and so leave the hands free, a powerful Police or Service Lamp, bicycle lamps, midget lamps, flash lamps, torches, etc. The list also deals with reading lamps, bedroom alarm clocks fitted with electric light, wall brackets and travelling lamps, table and candle lights. In fact, there is nothing in the way of portable light the Nulyte firm cannot

supply, and we would advise our readers to apply for a copy of the catalogue without delay.

AN AUTUMN GOLF RESORT.

The number of people who defer their holiday till the autumn, preferring to avoid the too popular August exodus, increases annually, and this year is further augmented by those who, owing to the outbreak of the war, could not avail themselves of the summer vacation they had planned. With these belated holiday-makers the question of rendezvous arises once more, since many resorts that are eminently desirable in August are quite out of the question in late autumn and winter. For their nonday-makers the question of rendezvous arises once more, since many resorts that are eminently desirable in August are quite out of the question in late autumn and winter. For their guidance we would suggest Turnberry, in Ayrshire; it has a very low rainfall, and fog and snow are practically unknown. The climate is extremely equable, with the result that there is a gene:ous uniformity in the amount of sunshine, while the rainfall is exceptionally moderate. The south-westerly winds, characteristic of autumn and winter, as a rule pass over Turnberry, and do not discharge their moisture to any great extent till they reach the hills further inland. There are two golf courses, both in excellent condition, and, moreover, being of the sandy seaside type, they drain well and are playable when the majority of inland courses are impossible. The seascape is beautiful, embracing the Mull of Kintyre, Arran, Ailsa Craig and, in clear weather, the Irish hills; and No. I course, lying along the shore, gives some exquisite scenery as well as most interesting play. The hotel is the last word in comfort, being equipped with electric lifts, billiard-room, writingroom, lounge, hairdressing saloon, hot and cold sea-water baths, large plunge bath, self-contained suites of sitting, bed and bath rooms. The whole building is suitably warmed and ventilated, and the sanitation is perfect. In the grounds there are both grass and ash tennis courts, croquet and bowling greens, a perfect garage and stable. Finally, thanks to accelerated and increased railway services. Turnberry is eminently accessible from all parts garage and stable. Finally, thanks to accelerated and increased railway services, Turnberry is eminently accessible from all parts of the country, a most important consideration to the man whose vacation may be broken by the claims of business

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HE classification of the two year olds is a problem which we shall have to deal with as best we may in the course of the next few weeks. Meantime there are two side issues open for present discussion-one, the value of the form apparently established by the result of the race for the Imperial Produce Plate at Kempton Park last week: the other, to endeavour to anticipate the result of the race for the Middle Park Plate on Friday next. In the Imperial Produce Plate, Pommern (8st. 12lb.) beat King Priam (9st. 6lb.) very easily by four lengths, Follow Up (9st. 1lb.) losing second place by a head, the whipper-in of the four runners being Snow Marten (8st. 2lb.). As a rule, a good two year old can give weight away with greater ease than at any subsequent period of his career. Many undoubtedly first-class two year olds have, however, failed to do so over the six-furlong track at Kempton Park, among them such as Flying Fox, beaten by a head when trying to give only 5lb. to St. Gris; St. Frusquin, beaten by half a length in the attempt to give 12lb. to Teufel and Cyllene, when Dieudonné, in receipt of 10lb., beat him by three-parts of a length in 1897. The fact, then, that King Priam was unsuccessful last week when trying to give 8lb. to Pommern would not of itself be in the nature of proof positive either that King Priam was not the good two year old which he is believed to be by many sound judges, or that Pommern himself has

made very great and unexpected improvement, but it must be admitted that the style in which Pommern won was such as set one thinking; none the less, that althoug's beaten, King Priam did give 18lb, and a beating to Snow Marten. As the race was run, Pommern would have beaten King Priam at even weights. I do not think there is much doubt about that, but that he will do so in future seems to be by no means so clear. I think, indeed, that it will be advisable to accept the form with considerable reserve. It was said that King Priam had been much upset

by an encounter with a motor-car in the morning, but I do not know that one need take much account of that. A much more valid excuse, if true, for him would be that he had been coughing at exercise; or it might be that, being a heavy-topped colt and a bit straight on his knees, his trainer had dealt lightly with him in his work on account of the hard ground. Be that as it may, the colt was drenched with sweat when he came back to the paddock, and had not—so I think—been able to give his best running. As I saw the race, it seemed, indeed, that Pommern was beating him at every stage of the struggle. Then there was Snow Marken.

Most of us thought that, winning or losing, she was certain to stay the six furlongs; yet, in receipt of 10lb. from Pommer and 18lb. from King Priam, she was done with a furlong from home, thus enabling King Priam to get second place. again, I doubt it the form will work out truly in future, for Ma Neumann's beautiful filly seemed to have run up light sinc her successful effort in a two year old plate at Newmarket To give Pommern his due, however, he is a very blood like colt, has a nice, easy style of going and is very well bred into the bargain, by Polymelus (by Cyllene) out of Merry Agnes, by St. Hillaire (by St. Simon) out of Agnes Court, by Hampton out of Orphan Agnes, by Speculum out of Polly Ag.ies, by The Cure out of Miss Ag.ies. I may add that among his future engagements are the Two Thousand Guineas, the Derby and the St. Leger. Now about the Middle Park Plate. Leaving on one side any unknown quantities, we may see Friar Marcus, Redfern, Let Fly and Roseland saddled for the two year old "Derby." It is almost too much to hope for, inasmuch as both Roseland and Friar Marcus hold an engagement in the Prendergast Stakes on the previous day, and for one or both of them the shorter race might be preferred. Supposing, however, that they should meet in the Middle Park Plate, which of them is likely to come best out of the six-furlong gallop? Redfern has twice beaten Let Fly, on each occasion by a narrow margin, but the "head"

by which he heat Colonel Hall Walker's colt in the Molecomb Stakes and the neck by which he defeated him in the Champagne Stakes at Doncaster were, I think, won by superior stamina. All being well, Redfern should therefore again beat Let Fly, though not by much. That point disposed of-not without some hesitation - what about Friar Marcus? Were we dealing with a five-furlong race, we might look upon him as the probable winner; but will he get the six furlongs? Up to now his b e s t performances



W. A. Rouch.

NASSAU.
Winner of the Duke of York Stakes.

Copyright.

have been accomplished at five furlongs. He did, it is true, give Snow Marten 6lb. and a head beating in the Prince of Wales' Stakes at Goodwood. That was a sixfurlong race, but the form does not look well if any reliance is to be placed on Snow Marten's running in the Imperial Produce Plate at Kempton Park last week. I thought at the time that Friar Marcus was not quite at his best at Goodwood, and, as I have explained before, there seems to be reason to think that Snow Marten did not give her true running at Kempton Park, so that we might easily find ourselves mistaken in assuming that Friar Marcus cannot really get six furlongs. In the New



SENTRY: "Halt! Who goes there?"

JOHNNIE WALKER: "Friend."

SENTRY: "Advance and give the countersign."

JOHNNIE WALKER: "Born 1820; still going strong."

SENTRY: "Pass, 'Johnnie Walker,' you're all right."

JOHN WALKER & SONS, LTD., SCOTCH WHISKY DISTILLERS, KILMARNOCK.

Stakes at Ascot Let Fly, receiving 7lb., beat Roseland by a neck, Redfern, also in receipt of 7lb., losing second place by a head. Roseland should, therefore, beat them both easily enough at even weights, and no doubt would, even at five furlongs; some probability there is that he may do so at six furlongs as well, for, though the beating of Elkington at even weights in the July Stakes did not amount to much, he did beat him with consummate ease-by six lengths-and the length of the race was five furlongs and a hundred and forty yards. Roseland will, moreover, have the advantage of being the "freshest" of the lot; but, believing Redfern to be a remarkably game colt and a stayer into the bargain, I am much inclined to think that, if in racing trim, he will win this year's middle Park Plate for Lord Cadogan. Mr. George Edwardes is, I believe, still a prisoner in Germany, and we can only hope that by some means or other he may by now have received the welcome news that Nassau won the valuable Duke of York Stakes for him on Saturday last, but how he would have liked to have seen the race himself! Such a race it was, for it was only by the shortest of short heads that Ledson managed to stall off the pressing challenge of Dick and Green Falcon, and Diadumenos was a bare three-quarters of a length away for third place.

The Friday sale catalogue is not a lengthy one, but it includes two "lots" unique in their way, for they are to be sold as the "property of the Board of Agriculture and Fisheries," and represent prizes of war, being the two colts, Aides and

latter way. If hunting is carried on, it should be done openly and with due observance of all the customs of the chase. fixtures should be advertised locally. We shall not be able to ride as hard as we have done hitherto. Many of us will find ourselves, unless we are lucky enough to have a grey horse or two in the stable, with only youngsters to ride. The man who hunts for pleasure does not as a rule care to ride young horses. Nevertheless, there is both pleasure and profit in doing so. In Ireland and in the West Country the smaller breeders, from whom come some of our best hunters, constantly ride three year olds and even younger ones in the hunting field. I have not seldom seen a young farmer having a look at hounds on a two year old, and was once fortunate enough to buy an excellent colt on the strength of his performance as a two year old in the hunting field. I should not hesitate to ride a young horse if nothing else was available. Nor with due consideration is it likely to do harm. Any trainer of racehorses will tell us that colts vary a good deal in forwardness, and in this-as, indeed, in all matters which are concerned with horses-one of the secrets of success is to regard each horse as an individual and to regulate its training accordingly. I will not discuss the question whether a young horse is not likely to last longer if he is not worked until late in his life, say four or five years old-On the whole, the balance of my experience is in favour of early training for the work the horse has to do; but this must be qualified by saying that very much depends on the trainer. The secret of the schooling of

all horses -but, of course, more especially of young onesdepends on carrying it on step by step. A young horse must not be hurried or frightened if we can avoid it; yet it must be mastered. No horse should go out hunting until it is quite handy and fairly accustomed to sights and sounds. If a horse is frightened or excited and throws itself about, it is very likely to strain itself. But young horses handled from an early age are often perfectly quiet. As hunters they gain something by the early development of their intelligence. Some people underrate the intelligence of the horse, but every hunting man knows the difference between a clever hunter and a stupid one. The stupidity of the horse is more often than not the result of want of common sense in the man who trains him. One of the secrets of training horses successfully is to gain a clear idea of their limitations, remem-

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W. A. Rouch

POMMERN,
Winner of the Imperial Produce Plate.

Copyright.

Bolond, leased by Baron Springer from the Austro-Hungarian Government and "seized" in the Kremlin House stable, where they were being trained by J. Butters. Both were bred at the Sütveny Remount Breeding Establishment, of which a full description was given in my notes a few weeks ago.

TRENTON.

ON RIDING YOUNG HORSES IN THE HUNTING FIELD.

HE War Office in the circular it has sent out to the Masters of Hounds thanking them for their loyal support has stated that it will not require any more horses at present. This may be taken to mean that the War Office is anxious that hunting should go on. It seems certain that a very large number of Hunts, great and small, will endeavour to hunt during the coming season. Most of the Masters who are going on service are arranging to have their countries hunted, showing that they are sincere in their desire to keep hunting going and in their belief in its value to the country. If these efforts are successful, then we who are obliged to stay at home must do our share both by helpir; with the expenses and by going out ourselves. The future or hunting will greatly depend on the support given in this

bering that within those limitations a horse is efficient. In riding young horses it is necessary to try our utmost to avoid over-taxing their strength. A day's work that would be play to an old horse is enough to break down a colt. The first preliminary is to give our youngsters the fullest control of their limbs. Such simple lessons as reining back, changing legs at the canter, carrying the forehand lightly and going collectedly can be taught to any colt with patience, and will be a safeguard against strains. The colt should therefore never be allowed to go at full speed in the field until it has learned to gallop and, even then, directly it begins to sprawl it should be When we pulled back to a slow pace. are riding a young horse out hunting, an early start should be made, and it should be walked quietly to the meet. Arriving in good time, the horse should be dismounted and allowed to graze. This is an excellent, if simple, method of quieting any horse. know a fine horseman who tried this plan successfully with a notoriously violent horse. When hounds move off to draw, trot off at once, so that the horse can see the pack. Most horses are far less fretful when they can see hounds. the pack is in covert, the young horse will stand listening to the strange sounds, often trembling, partly with excitement and partly with that fear of the unknown which is so characteristic of the horse, so that our most trusted trapper will shy at a tree cu down in a familiar hedgerow. Now is the time to talk to the

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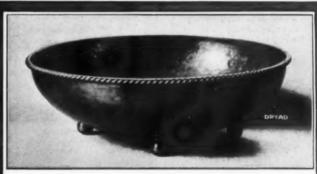
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horse if it knows the voice (and every horse ought to know its rider's voice); this will have a soothing effect. Very likely the youngster will stand bolt upright. Leave its head alone, and as soon as its legs touch the ground, trot gently on. When at length the fox breaks, do not hustle for a start. We are not now "competing," but are strictly on business. It we can do so, keep within sight of the hounds, but giving them a wide berth. If the horse is clearly interested in the proceedings, let him see as much as you can; but if he goes wild with excitement and fear, then it is best to take the colt away and trot it steadily along a road or bridle path in the direction of the hunt until it quiets down. Many young horses will steady down, apparently absorbed in the proceedings, as soon as they can see the pack. But there are also many horses which are genuinely frightened of hounds. Probably the wolfish smell of the pack awakes ancestral fears in them. I fancy that the tribal memory of the horse is as long lived as the individual power of recollection which is so strongly marked in most horses. The real difficulty in riding young horses out hunting is to go home in time, yet three, or at most four, hours is enough from stable door to stable door. It is better to walk home steadily. It is often said that the sooner a horse reaches his stable the better. This is quite true of a hunter in full condition, whose stomach, if we may use the expression, is more tired than its legs at the end of a full day's hunting. But the young horse is more likely to suffer in its legs and joints when weary, and should never be kept out for a long time. One other point is of great importance—to look to the horse's feet and its mouth from time to time with great care. Both are liable to go wrong in a young horse. There is one more caution which I should like to add: a most careful watch should be kept for incipient strains. The least heat or swelling should act as a warning.

directly the heat has subsided, use one of the lotions of established reputation. Each stable has its own favourite prescriptions and I have found great benefit from some of them. But stimulating lotions should not be applied until the local inflammation has subsided completely. There is great pleasure in the training of the young horse, and it in riding to hounds we give up something, we also gain much. To feel a young horse day by day gaining in confidence and in control of its limbs and sharing more and more in our enjoyment of the chase is in itself a great pleasure.

NATIONAL PONY SOCIETY.

THE committee appointed by the National Pony Society to report on the advisability of holding a show at Islington in March, 1915, unanimously decided to advise the Council of the National Pony Society to issue a schedule for a one-day show. This will probably be held in conjunction with the Hunters' Improvement Society's Show. To a large extent the show will be confined to breeding classes, but there will be classes to include novice riding ponies. In addition to the polo ponies, all the usual prizes for mountain and moorland Welsh and Shetland ponies will be offered. It seems likely that the show will be held on the Thursday in the week of the Hunters' Improvement Society's Show. The Hunters' Improvement Society will also, it was said, confine itself to breeding and young stock classes. It is hoped and believed that the Board will give the premiums for stallions as last year. There is a general feeling that the National Pony Society ought to encourage breeders in every possible way at this time, and it is hoped that pony breeders will support the show, which must be held at some cost to the society.

ON THE GREEN.

By Horace Hutchinson and Bernard Darwin.

GOLFERS' BOOTS FOR THE ARMY.

FORTNIGHT ago golfers were asked to help the recruits in the New Army by gifts of really sound, serviceable boots. Since that time a considerable number of boots have been received at the printing works of COUNTRY LIFE, which has been established as a temporary clearing house; but there must be a great many more yet that might come, and it is much to be hoped that they will arrive. In our previous note mention was made of shoes also. This was a mistake, and shoes are not desired. We know, however, from those who have kindly taken a hand in the distribution of them that boots are very welcome indeed. Moreover, they will probably be still more welcome soon. The extraordinary spell of fine weather cannot go on for ever, and many pairs of boots that are doing sufficiently well in dry will have their frailties mercilessly exposed when we have a soaking wet day or two. "Army Boot Store," Hatfield Street Works, Stamford Street, S.E., is the address to which the boots should be sent.

PEACE IN THE PROFESSIONAL RANKS.

A fortnight ago I wrote about a resolution that threatened to cause a schism in the ranks of the Professional Golfers' Association. The resolution was one in effect forbidding members of the association to take part in any advertising scheme. It was aimed at certain leading professionals who had assisted Mess's. Harrods in their well-known golfing display, and had it been passed, all those leaders of their profession would inevitably have resigned. It is, therefore, very good news indeed that the resolution was not carried. It was, I think, founded on complete misconception. Anything which promotes interest in the game and brings new players into the fold must do the very opposite of diverting business from the rank and file of professionals; it must enure to their benefit. It seems clear that many who originally thought otherwise must have come round to this view, and they are to be congratulated on their wisdom. A lack of unity in the professional ranks would at any time be deplored, since it would deprive a body to whom everyone wishes well of its usefulness. The present times must be hard times for professional golfers, and it is more than important that they should stand together.

THE HON. FRANCIS MACLAREN, M.P.

Mr. Maclaren is Member for the Spalding Division of Lincolnshire, but at this moment his duties are at sea rather than on dry land, since he is now a lieutenant in the Royal Naval Reserve. He is the son of Lord Aberconway, and married a sister of Mrs. McKenna. He is a keen golfer, and may be seen playing, among other places, at Coombe Hill, a course well suited to busy legislators who have just time for a round before dashing back to the House of Commons.

B. D.

MILITARY OCCUPATION OF GOLF COURSES.

A correspondent writes to point out how greatly the golf club and ball makers' profits have fallen off as a consequence of the disastrous war, and how much the professional golfers are affected by it. Well—naturally, and rather obviously. With all respect, it really did not require a wizard to discover that with very few men, comparatively, playing golf, no competitions, either of professionals or amateurs, and those who are playing probably practising economy and not buying superfluous clubs and balls, the profits of the golfing professional and of the purveyors of golfing wants would be likely to fall off. They are in no worse case, however, than the very large majority of the followers of other trades, and it may be added that as a class the golf professionals have shown a high sense of their responsibility and a fine zeal in volunteering to serve their country. Relatively speaking, and from the

golfing point of view only, those golfers are rather to be congratulated who find their courses free for golf at all, and not taken over for some military purpose. Little huts, by way of winter accommodation for troops, are dotted about on many of them. As yet little damage has been done by any riding or other evolutions over our courses, but when the rain comes and the ground gets soft it will be another story. But it is to be presumed that no golfer will so forget his patriotism as to devote more than a very brief grumble to the spoiling of his golf in such a cause.

H. G. H.



THE HON. FRANCIS MACLAREN.



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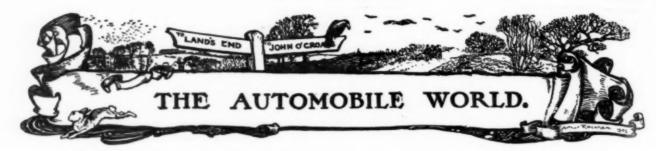
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MOTORISTS' WORK WITH THE RED CROSS.

URING the very early days of the war it was anticipated that the military authorities would make themselves responsible for the whole of the work of carrying wounded men by road from the field to the hospitals, and that the activities of the great civilian organisation of the British Red Cross Society in this particular sphere would be limited to the provision of small services of motor ambulances in London provision of small services of motor ambulances in London and other towns within the United Kingdom for conveying men from the stations to the hospitals. This requirement called for the generosity, but not the personal service, of motorists. A certain number of cars were wanted as loans or gifts, with

certain number of cars were wanted as loans or gifts, with permission to take off the bodies and to replace them by simple ambulance bodies equipped to carry stretchers. The only workable plan was to group these ambulance cars at some convenient point where, on receipt of a telephone message, drivers could be found at short notice and the cars despatched to meet the hospital trains. There was no question of employing motorists themselves for work which might well mean weeks of comparative idleness, broken only occasionally by a sudden demand for two or three hours' service.

The first advance beyond this sphere was the need of somewhat similar services centred at the Red Cross

of somewhat similar services centred at the Red Cross hospitals in France. For this work a number of motorists volunteered their own services as well as those of their cars. The exact nature of the duties could not of their cars. The exact nature of the duties could not be accurately defined, but there was at least a probability of fairly regular employment and some chance of interest and excitement. Simultaneously, a demand sprang up for a certain number of vehicles of the estate motor or wagonette types to carry stores from the stations to the hospitals in France, and also to converte the stations to the context of the context of the carry stores.

convey less seriously wounded men in fairly large numbers.

The next development was a call for a certain number of ambulance cars, preferably to be handled by their original owners, for the purpose of scouring districts in which battles had taken place, after active military operations in the locality had ceased. The idea was that there would doubtless be found to be a considerable number of wounded men scattered about the country-side and temporarily under the charge of civilians, who, however anxious to help, might not be sufficiently skilled in surgical matters to secure the best chances of recovery. The motorists deputed to carry out this work were also charged with the duty of instituting enquiries with a view to finding out whether any of the by the changes in the conduct of war caused by the extensive employment of motors for supply and transport work. The use of these vehicles enables an army to operate effectively at a far greater distance from its railway base than was hither to possible, and, consequently, it became equally necessary to transport wounded men over considerable distances by road.

During the last few weeks the British Red Cross Social has been shipping ambulance cars out to France for this valuable work with feverish rapidity. The Motor Ambulat Department, which only a little time ago was a very sm section, has now assumed immense importance and she



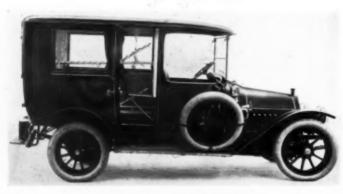
FOUR-STRETCHER AMBULANCE BODY.

Built by Brown, Hughes and Strachan,

signs of continually overflowing the rapidly extending accommodation provided for its staff. With the help of the Royal Automobile Club the Society has continually been brought into touch with large numbers of motorists willing to lend their cars touch with large numbers of motorists willing to lend their cars without reservation, and in many cases to man them either by giving their own services or, if this were impossible, by sending their chauffeurs. Professional drivers are paid by the Red Cross Society at the rate of 35s. a week, all found, while on foreign service. A car is only accepted if its owner is prepared to sign an agreement that he will not hold the Society liable for loss or damage to the vehicle or any of its accessories or parts. Bodies are sometimes fitted by motorists at their own expense, but the general scheme is for the Society to undertake this work. For this purpose contracts have been made with coachbuilders in possession of conveniently adjacent premises for the rapid construction and equally rapid fitting to the chassis of large numbers of light but

rapid fitting to the chassis of large numbers of light but strong ambulance bodies.

From the time when a car is first brought into the British Red Cross Society and submitted to the preliminary inspection of the club engineer of the R.A.C. to the time when, if approved, it is ready with its ambulance body and its driver to leave for the Continent is often time when, if approved, it is ready with its ambulance body and its driver to leave for the Continent is often not more than two or three days. In this brief interval many matters have to be arranged. The ambulance body must be fitted, and the complete vehicle afterwards again approved by the club engineer. The driver must equip himself with the necessary uniform, and be provided with means of identification and the various insignia of the Society. Passports have to be prepared and signed, and the complete vehicle has to be equipped with its complement of blankets and other accessories. The cars leave London each day by road for a seaport, where a representative of the Society makes arrangements for their prompt shipment. On their arrival in France another permanent representative of the Society instead of service will be required of them, is, like most other thing more or less shrouded in the cloud of war. Of one thing least all those who volunteer for Red Cross ambulance we can be assured, and this is, that they will be engaged on dut so incalculable value, and will be able to render great service to our Expeditionary Force by helping to reduce to a minim m the percentage of deaths among those who are wounded in battle.



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Entrance to the interior is obtained by a new door constructed at the rear.

dead had been buried by civilians, without the necess having been taken to establish their identity. Evidently this class of service called for men with a good working knowledge of the French language and with plenty of initiative. Consequently, the motorist himself was a more suitable man, as a rule, for the job than paid drivers, though in a few cases the latter were employed.

latter were employed.

The next and, up to the time of writing, the last and by far the greatest demand for motor ambulances was for the carriage of men from the firing line, or from the military field hospitals, back to the base hospitals and to the Red Cross hospitals. This requirement was undoubtedly brought into being, to some extent, 14.

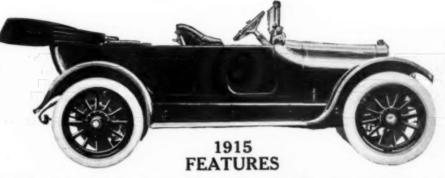
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SHOOTING NOTES.

FERRETING ON A NORFOLK HEATH.

HE heath! a rolling sea of purple heather fading now a little into a paler autumn shade; the neck-high bracken in little isolated islands or at times altogether monopolising the distance; a general view of unlimited space broken alone in its flatness by the telegraph wires that line the middle road, or by a distant clump or belt of dense black firs. That is the heath; you cannot help but love it it you love wild things, for, except for the wires and the distant hoot of a travelling car, you might well imagine yourself the only soul within miles, with nothing but rabbits and pheasants and plaintive stone curlews to bear you company.

It was here we met the warreners one autumn day, just on the edge of this vast playground of the wild. They for their part had boxes of eager, quarrelling ferrets, while we had guns and cartridges. We were indeed well met. There was small need to deliberate long about where to go. The bracken was hopeless. One might wade through it with pains and care; but to shoot in it was impossible, and would remain so till frosts and rains had laid it low and changed it from green to gold, from arrogance to humility. The heather was a very different matter; but little above the boot-tops, it offered a pretty background for a scurrying rabbit, save where some well worn run tunnelled its way among exceptionally lengthy roots.

A warrener apiece we wandered off in different directions intent on sampling all the smaller-buries that lay in our path. Too large a

place shunned, fully knowing how loth rabbits are to leave a many - eved fortress and how well thev bolt from little earths, least the first time through them. A bolting rabbit in the heather looks wonderfully grey against the background, and shows up sharply and well. For

all that the conformation of the ground, though it appears flat, is everywhere broken up into rises and falls, and bunny has many chances of dodging the shot, while his head is oftentimes an elusive mark in this up and down little world. And he will jump, too, in the heather where the way is not quite clear, and he always chooses just the wrong moment for one of these gymnastic displays. Busy enough was my gun, and I could hear P.'s weapon answering in the distance. They do not speak the same language quite, P.'s gun and mine. Two reports from his mean a right and left laid low, but from mine—well, I will leave you to guess.

Ferreting varies much in interest; at times it is fast and exciting enough, at others it is slow—dead slow. This morning was no exception; the first rabbit or two would come out quickly enough, perhaps too quickly, but then would often ensue a long wait. Norfolk warreners, however, are wonderfully clever with their long spades, and while mine was using line and tool to recover a gorging terret, I went ahead with another, and so was very far removed from boredom. Encumbered with cartridge bag, shooting stick and the kicking ferret, I encountered a hare, which I killed, and others were frequently to be seen making off out of shot. A rat, too, I secured from the same burrow as two rabbits, and when we lay down in the heather for lunch we had quite a mixed bag—for ferreters.

The autumn sun was very kind to us, but we did not linger over long before getting back to our pleasant task. Across the

road the ground was slightly different, young bracken rising from the blackness of a heath fire two years ago. Here the buries were very sparsely tenanted, for the good reason that nearly all the rabbits, tempted by the dryness of the ground, were lying out in the young fern. This much I found in moving from one place to another, and my gun was busier then than when the ferrets were in. I longed for P. and a couple of spaniels, but the latter were in the kennel and the former out of ear-shot, so there was nothing for it but to enjoy this confidence of the rabbits alone. Just after three o'clock the ferrets struck work and gave a surfeit of digging, so we wandered back to the waiting car and found the other little party already arrived. Sixtyfour rabbits we laid out in a row and one hare-the rat was not even allowed a place among the various. We loaded the back of the car, and so home along the white heath road. A day it was long to be remembered for the sunshine, the grev rabbits. the dying heather and the changing fern, but chiefly, perhaps, because P.'s young Labrador retriever sat motionless at heel while half those rabbits were shot before her very eyes-and that in the early days of her first season, when temptations are strong. ALAN R. HAIG BROWN.

SELLING PARTRIDGES TO AMERICA.

IT is scarcely to be thought that British shooters are likely to regard with high favour a suggestion lately brought before the Field Sports and Game Guild. Of course, in the exceptional

circumstances of the year. n o Hungarian partridges will be bought and sold Neither will people in England be buying pheasant's eggs as in normal spring. Even with the most optimistic views about the course of the war we may take these two facts for granted. The quence is that the business of the game



A LINE FERRET FOR SAFETY.

farmer, like that of people in most other professions, is sure to show a very large shrinkage. It has been proposed, therefore, that the Game Guild shall sanction its associates in selling British pheasants and partridges to any buyers in America who may be willing to purchase them for the supply of their own woodlands and agricultural estates. It is to be believed that there is a demand for them, and, as far as the pheasants are concerned, a growing demand. And this demand for pheasants there seems no reason not to supply. The pheasant virtually a domesticated bird, though we do shoot him, and though he can in places be driven so as to give a more difficult shot than any other game bird. But with the partridge it is another story. The Americans and Canadians might be pleased to buy our partridges, notwithstanding that they have a bird of their own which they call by that name, although it is not of the same species. But would it be at all for the best interests of British sport and its purity that this sale should be permitted? We can hardly think so. We are obliged to think, rather, that it would be the temptation and occasion for an enormous increase in the poaching of partridges by netting; its permission would make the difficulty of bringing the offender to book far greater than it is-and his conviction even now is hard enough. We believe that a vast majority of our readers, and of the shooting world generally, will agree that it is a suggestion not at all to be encouraged.

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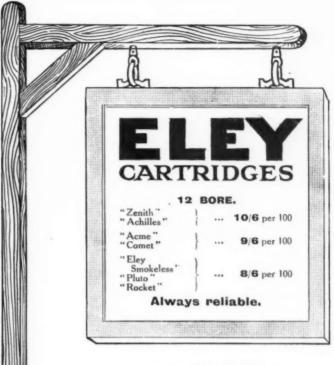
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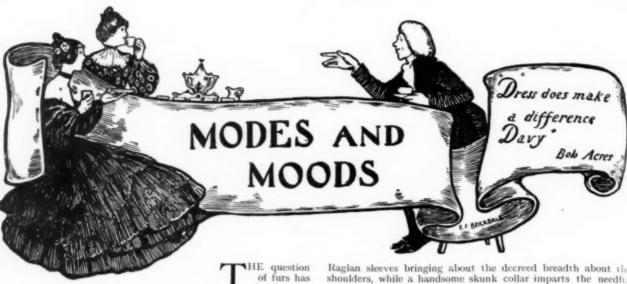
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begun to Whether we have much or little loom large on the horizon. to spend—and I am afraid the latter is mostly the case—and no matter what furs we propose to wear, the natural desire of every woman is that they shall be in accord with what the arbiters of our fashions have dictated. And these same arbiters long ago decided that a complete change of ligne and appearance should be brought about. Where all is so peculiarly fresh in feeling it is nearly all the invitations to the should be brought about. Where all is so peculiarly fresh in feeling it is, perhaps, a little invidious to particularise as to the influence of any one feature. At the same time, the variety of shapes and styles and general distinctiveness of the collars of the season almost leave one breathless. Some are really Brobdingnagian, not only in depth but circumference. I have in mind a great roll-over affair into which the face can be nestled to the level of the nose, while at the back it stands away from the head an appreciable number of inches. Then another thing is reared up at the back, the fronts sweeping away boldly to form deep points on the shoulder. In dark furs—skunk for choice—a more becoming frame to the face could not be imagined. Again, a hood or cope effect is the selected expression. imagined. Again, a hood or cope effect is the selected expression, narrower in kind, fitting cosily beneath the chin in front. But it is the big collars that impress one the most, and their handling is so adept there is never even a suggestion of clumsiness.

The demand for dark furs this season is bound to be excessive and one of the leading novelties is pointed Kolinski sable. This is exceptionally rich, alike in colourings and markings, while the price, of course, is less than a third the cost of Russian sable, which it closely simulates. Black fox has many faithful adherents, but skunk is really first favourite for all trimming adherents, but skunk is really first favourite for all trimming purposes, closely followed, however, by blue-dyed racoon, fisher and natural racoon. As to the voluminosity of cut there is no question. The wrap of this winter bears no sort of resemblance to that of last, and in the more extreme models, to accentuate the fulness, sort of quasi-tunic effects are arranged. And the deep belt, too, plays its part, always in the same fur as the coat it accompanies, while mammoth fur-covered buttons are conspicuously in evidence. Again, there is the deep shaped volant to give the requisite flow at the hem, a detail which I cannot refrain from pausing to point out suggests itself as a capital renovating medium to bring a last year's possession up-to-date. As a matter of fact, I learn, on one of the best authorities—namely, the Arctic Fur Store, Chepstow Place—that the renovating interest has never been more alive, chief attention being naturally As a matter of fact, I learn, on one of the best authorities—namely, the Arctic Fur Store, Chepstow Place—that the renovating interest has never been more alive, chief attention being naturally concentrated on the extension of the lower portion of the wrap-coats. About the shoulders things remain very much as they were, free and wide of armhole, with sleeves modelled in one. Akin with their confrères, Bradley Brothers, the proprietors of the Arctic Fur Store, have faced the war situation in the most commendable spirit. Their original campaign for the winter stood in a fair way to surpass anything achieved even by this première house. Always necessarily well in advance with their models, they have a store of models that for artistic expression, originality and irreproachable workmanship, stand a very monument of fame to the furrier's art. Yet, notwithstanding, without a moment's hesitation, they realised the needs of the many seriously depleted purses and have provided accordingly. But they have no', let it be quickly said, deviated in the slightest degree from the law they have laid down from the commencement of their career, respecting the use of whole fine quality skins only. No matter how moderate the price at which they are able to bring out a wrap, the name of Bradley stands guarantee as to the soundness of value.

A case in point is the smart yet practical seal-musquash coat illustrated, which has been specially designed. This represents the possession deemed most likely to be in demand for general wear during the coming months, and is equally suitable for walking or driving, being of the useful seven-eighths length. One sees at a glance how wholly different in appearance the cut of this model is, with the full flow at the hem in place of the ugly nipped-in treatment so long suffered and endured, the

Raglan sleeves bringing about the decreed breadth about the

Ragian sleeves bringing about the decreed breadth about the shoulders, while a handsome skunk collar imparts the needful touch of contrast and finish. The desirability of such a wray scarcely needs dwelling upon, and is doubly enhanced by the price, which is the very special one of 19½ guineas.

Another of these practical, moderately priced coats is carried out in natural musquash and has a band set on beneath the arm which can be brought forward and closed, either at the back of the front. And this, again, has an exceedingly handsome natural skunk collar, which, when the fronts of the coat are



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thrown open, forms a deep cape effect, and when they are closed

thrown open, forms a deep cape effect, and when they are closed is brought cosily up round the face. Seventeen guineas is the cost of this model, which would be ideal for slipping on over the simple little all-in-one gown so many women are adopting just now to carry on their various self-imposed tasks of assisting their many sadly afflicted sisters in distress.

From all sources the same story comes of the demand for the quite simple Navy strge frock, the best approved styles usually boasting a tunic of sorts, frequently arranged "en princesse," there being no shadow of doubt as to the successful revival of that mode. One sees it alike in day and evening dresses, modified, it is true, and often given quite a fresh aspect by the addition of some draped sash. But the princesse basis is there, and convincingly elegant to ensure a series of successes.

"Autumn and Winter Fashions and Necessities" is the descriptive title attached to the season's illustrated brochure just issued by Dickins and Jones, Regent Street. It is no light or simple task to arrange a catalogue at all under existing conditions, since the initial campaign of fashionable intent had to ditions, since the initial campaign of fashionable intent had to be more or less readjusted to meet not only depleted purses, but also the natural demand for quiet dress more in tune with the anxious spirit of the hour. Always of the most helpful service, the present issue will certainly prove an especially valuable aid to the many who will perforce have to forego their annual autumn shopping visit to town, for which a postal procedure will have to be substituted. Well! a careful and minute study of the illustrations so admirably compiled by Messrs. Dickins and Jones cannot fail to bring about not only a satisfactory but a speedy decision.

tory but a speedy decision.

For obvious reasons the higher class peltry is this season particularly charming and original wrap is one of the new-shaped capes in seal dyed coney, only 11½ guineas. This will be found on page 7; while in fur sets the success of the season is real fox, shaded, hardly distinguishable from silver or cross fox. Several rest little gowns and suits of Navy serge are especially persuasive. snaded, nardly distinguishable from silver or cross fox. Several neat little gowns and suits of Navy serge are especially persuasive, and a perfectly turned out country suit of Donegal tweed will surely be hard to beat at 4½ guineas. In the ladies' outfitting much that is desirable and necessary claims attention, while the children's salons abound in pretty and practical winter possessions, including a wonderful little dancing frock of fancy net and lace, ready to be stepped into, from 37s. 6d. L. M. M.

FROM THE EDITOR'S BOOKSHELF.

A POEM OF THE ARMADA

"Philip the King" and Other Poems, by John Masefield. (Heinemann.) IN this volume the name poem stands out as the best work Mr. Masefield has yet done. One reason for thinking so will be apparent to anyone who compares it with "The River," a piece that made more than the usual Masefield impression when it was first printed in the English Review. But it is in reality only a realistic study of horror such as the sensational reporter makes of a great mining disaster or a theatre fire. Its crucial situation is the gradual sinking of a ship in river mud. The hands are enclosed because

The foremast broke; its mighty bulk of steel Fell on the fo'c'sle door and jammed it tight.

On the crew blind, cruel death advances, and there is nothing to elevate or ennoble in the feelings excited. It is merely the same unrelieved horror which is caused by a frightful accident involving great loss of human-life. "Philip the King" is a great poem just because it provides a background of human emotions, hope, fear, despair, faith and the shock to faith that comes with great catastrophes. Philip of Spain was one of the formidable enemies to this country, against whose immense power it seemed hopeless for a small country to strike. He succeeded in rousing the unconquerable spirit of England, but yet thought himself an instrument in the hand of God. In the opening scene he is discovered at prayer, saying in the very spirit of that

potentate against whose forces the country is arrayed to-day:
"Lord, I am that Philip whom Thou hast made King of half the world. Thou, knowest, Lord, how great a fleet I have fitted out to destroy the English, who work evil against Thee."

In a subsequent conversation with his daughter, Philip recalls that the Princess was "my little daughter on my knee" when first the design against England was conceived. During the seventeen years of preparation leading up to "the day" many of the early helpers had died. He had himself forgotten the old affront of Drake that resolved him to crush the little island state, and he had come to believe that it was no merely human desire to revenge an insult that grieved him, but obedience to the will of God. But as he sleeps his dreams betray the doubts lying at his heart. Spirits of Indians appear to bid him recall that their sweating in the mines, their burning and tortures to make them disclose hidden treasure, were the price paid for the Armada. Other spirits appear, and in the same way shake him into remorse. Mr. Masefield has made of Philip a fine and dignified figure, whose crimes are those of a great man who, when foiled, is able to say in the privacy of his own chamber, "The misery that I feel is over Spain," and the prayer for himself is that He will "give a bruised spirit peace." But the most poetic lines in the little play are those in which a messenger describes the defeat of the Armada. His description of the effect of Drake's fireships on the Spanish galleons will be read with keen interest. The fireship then was as dread a contrivance as the airship is now, and remained a favourite weapon of British sailors up to the time of Nelson :

> The wind and sea were fair. We lay at anchor there; The stars burned in the air. The men were sleeping, When in the midnight dark Our watchman saw a spark Suddenly light a bark With long flames leaping.

Then, as they stood amazed, Others and others blazed; Then terror set them crazed, They ran down screaming "Fire-ships are coming! Wake Cast loose, for Jesus' sake! Eight fire-ships come from Drake-

Roused in the dark from bed, We saw the fire show red. And instant panic spread Through troops and sailors They swarmed on deck unclad, They did what terror bade, King, they were like the mad Escaped from jailers.

ome prayed for mercy, some Rang bells or heat the drum, As though despair had come At Hell's contriving: Captains with terror pale Screamed through the dark their hail, "Cut cable, loose the sail, And set all driving!

Again the English fighting is most worthily described:

Nobly the English line Trampled the bubbled brine We heard the gun-trucks whine To the taut laniard. Onwards we saw them forge White billowing at the gorge,
"On, on!" they cried, "St. George! Down with the Spaniard!"

From their van squadron broke A withering battle-stroke. Tearing our plankéd oak By straiks asunder. Blasting the wood like rot With such a hail of shot, So constant and so hot It beat us under.

The English would not close; They fought us as they chose, Dealing us deadly blows For seven hours Lords of our chiefest rank The bitter billow drank. For there the English sank Three ships of ours

In the Armada Mr. Masefield found a subject worthy of his muse, and it will be observed that in it he drops the artifices which have endeared him to a public wholly ignorant of poetry. Here are no sanguinary adjectives, no cheap rhymod vulgarisms, no appeal to what may be called the sensational newspaper audience, but a fine, dignified, yet supple, and running narrative, told in faultless English without a superfluous syllable.

The Happy Recruit, by W. Pett Ridge. (Methuen.)
THE inherent charm of such a novel as Mr. Pett Ridge's The Happy Recruit is one of manner, and this author's manner is most spontaneously and infectiously light-hearted and natural. The tale is not, as its title might lead the reader to expect, that of a Tommy; its hero, instead, is a young Pole. who joins the great Army of Cockney youth in East London; to work he way upwards through vicissitudes of fortune inimical to success to the promposition of a naturalised Englishman and the proprietorship of the Universal Restaurant. The characterisation could not be bettered; these men and women live, so that one does not question their actions' fidelity to the type and class portrayed or doubt the existence of a world that holds one captive

The Clergy House, by Vincent Brown. (Chapman and Hall.)
AT The Clergy House they certainly did not stagnate for lack of excitement moral and spiritual. Mr. Vincent Brown has a fixed intention before he that the reader shall not drowse over his plot; and never once can it be so does he relax the strenuous pace at which his tale sets out. He tells a so tale in which human weaknesses, follies and virtues play a well defined particles. determining the action and reaction of diverse characters one upon a These are not pleasant people; possibly they are just touched with exaggeration of slightly over-emphasised characterisation, yet there virility in the book and an individuality which lend it force and attra114

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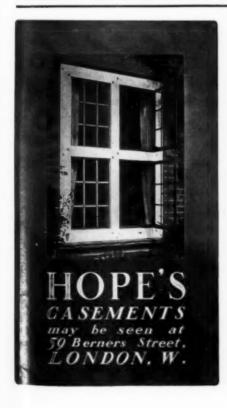
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#### BOOKS RECEIVED.

BOOK OF REFERENCE.

Dictionary of Madame de Sevigné (two volumes), by Edward Fitzgerald. (Macmillan,

TRAVEL.

California, by Mary Austin and Sutton Palmer. (A. and C. Black, 18s.)

Antarctic Adventure, Scott's Northern Party, by Raymond E. Priestley. (Fisher Unwin, 15s. net.) SFORT.

Modern Pig Sticking, by Major A. E. Wardrop. (Macmillan, 10s.)

FICTION.

Prince and Heretic, by Marjorie Bowen. Prince and Heretic, by Marjorie Bowen. (Methuen, 6s.)
The Wise Virgins, by Leonard Woolf. (Arnold, 6s.)
In the City of Under, by Evelyne Rynd. (Arnold, 6s.)
Ainslie Gore, by Major Gambier-Parry. (Smith, Elder, 6s. net.)
Swollen Headed William, by E. V. Lucas and George Morrow. (Methuen, 1s.)
Shifting Sands, by Alice Birkhead. (John Lanc, 6s.)
The Man with the Double Heart, by Muriel Hine. (Bodley Head, 6s.)
The Secret of the Night, by Gaston Leroux. (Eveleigh Nash, 6s.)
When Thoughts will Soar, by Baroness Bertha von Luther. (Constable, 6s.)
The Price of Love, by Arnold Bennett. (Methuen, 6s.)
Candytuft—I Mean Veronica, by Mabel Barnes Grundy. (Hutchinson, 6s.)
Sec-Saw, by G. B. Stern. (Hutchinson, 6s.) (Methuen, 6s.) (Methuen, 1s.)

MISCELLANEOUS.

MISCELLANEOUS.

Abraham Lincoln, by Rose Strimsky. (Methuen, 7s. 6d. net.)
The Curves of Life, by Theodore A. Cook. (Constable, 12s. 6d. net.)
Highways and Byways in Lincolnshire, by W. F. Rawnsley. (Macmillan, 5s.
The German Army from Within, (Hodder and Stoughton, 2s.)
The Bussian Army from Within, by Wm. Barnes Steveni. (Hudder and Stough
Napoleon's Russian Campaign of 1812, by Edward Foord. (Hutchinson, 18s.)
The Life of Lord Roberts, V.C., by Sir George Forrest, C.I.E. (Cassell, 16s.)
A Hundred Hints for Red Cross Workers, by Katharine S. Macqueen. (Christop nillan, 5s. net.)

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#### CIGARETTES FOR WOUNDED SOLDIERS.

In the lists of requisites for the troops, both on active service and otherwise, to which the public are asked to contribute, cigar-ettes almost invariably find a place. It is a need which appeals strongly to most of us, and while we are doing our best to supply it according to our means, it is comforting to know that people particularly fitted to do so are taking the matter generously hand. Among them must be mentioned Messrs. Major Drapi Major Drapkin hand. Among them must be mentioned Messis. Major Mapkin and Co., who have laid 100,000 cigarettes aside for the consumption of wounded soldiers in the hospitals. This was arranged with the Red Cross Society, and the cigarettes are supplied, duty paid, in parcels to whatever hospital they are needed. Scots Grey's Brand are supplied for the officers and Crayol for the men.

#### APPEAL FROM HEBRIDEAN WOMEN.

We have received the following letter, which we have pleasure in publishing, thinking that it may be of interest to our readers: "Sir,—May I make an appeal through you paper on behalf of the women of the Outer Hebridean Islands. If orders for knitting socks and belts for soldiers at the fron could be sent to these islands it would be an immense boot to the women of sirle. Nearly well the women are away with could be sent to these islands it would be an immense boost to the women and girls. Nearly all the men are away, either in the Regular Army, Naval Reserve, Lovat's Scouts or Territorials, while the women are left to work the crofts and genthrough the winter as best they can. Owing to the war, their own industry of tweed-making is almost at a standstill, as no sales are taking place, nor is there a chance of selling the shooting and golfing stockings they knit. If orders were sent to me at this address I would take steps to have the things knitted and despatched as quickly as possible. I enclose a list of prices, which does not include postage. Besides knitting, the women spin excellent yarn, and socks made of this wool are splendid for rough wear, besides being considerably warmer than shop wool ones. The yarn can be had in the natural shades of the wool—browns, greys and white. I should like to add that I have only just returned from the islands and was in the Lews, Harris, North and South Uist and Benbecula since the war began, saw numbers of the men leaving, and watched with admiration the quiet heroism of the women, who let them go without a the quiet heroism of the women, who let them go without a murmur.—(Miss) ISABEL BURTON MACKENZIE, Organiser to the Co-operative Council of Highland Home Industries, Kilcoy, Killearnan, Ross-shire. N.B.—Homespun yarn, 1s. per cut; homespun socks, 2s. per pair; Alloa socks, 1s. 9d. per pair; homespun belts, 2s. each; Alloa belts, 1s. 9d each. Three cuts of yarn make two pairs of socks."

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#### RACING NOTES.

ELDOM indeed is such unmistakably significant cheering heard as that which broke out when His Majesty's colt, Friar Marcus, won the Middle Park Plate last week. Again and again it rang ou , carrying with it the expression of national and individual loyalty to His Majesty; and someching more, for it voiced the determination of the country to see the war in which it is engaged through to the end; it was, too, the defiant answer to the terrible news, but just received, of the sinking of H.M.S. Hawke by a torpedo in the North Sea. In that cheering was England's last and proud farewell to her gallant crew.

was England's last and proud farewell to her gallant crew.

But I must "carry on," immediate business being to get at the meaning of the winning of the Middle Park Plate by Friar Marcus and the consequent place to be assigned to him among the two year olds. What he did was to beat Redfern by three parts of a length, half a length behind Redfern Manxman finished third, while of Sunfire it may inished third, while of Sunfire it may be said that he was fairly close up for fourth place. Now, Redfern has had two hard races with Let Fly, and I myself thought that on Friday last he did not two hard races with Let Fly, and I myself thought that on Friday last he did not look quite so well as usual; I thought, indeed, that he was beginning to show signs of work, but I am told that his trainer was perfectly satisfied with his condition. The race was fairly—I may add, splendidly—ridden by winning and losing jockey alike, and we may therefore take the result as being a fair indication of the merits of the two competing colts. On that basis we might put Friar Marcus about 2lb. in front of Redfern and 4lb. in front of Manxman—a rough estimate, but one which may serve for the moment. If, now, we bring Let Fly into the picture, other considerations arise. Having been twice beaten by Redfern—once by a head, once by a neck—Let Fly may be taken to be not much more than 1lb.—say 2lb.—behind Lord Cadogan's colt. Our little handicap would then work out as follows: Friar Marcus, 8st.; Redfern, 7st. 12lb.; Let Fly, 7st. 10lb.; Manxman, 7st. 10lb. But what about Roseland? Where ought we to put him? If we turn to the running in the New Stakes at Ascot we find this record: Let Fly, 8st. 10lb.; Roseland, 9st. 3lb.; Redfern, 8st. 10lb.—a neck, all out, and a head. Here we find Redfern and Let Fly pretty close together, but both of them receiving

7lb. from Roseland. Now, if we allow 2lb.—a liberal allowance—for the neck by which Roseland was beaten, that leaves him 5lb. better than Let Fly—equal to him, at all events. In the rough handicap before given, Friar Marcus comes out 4lb. better than Let Fly; Roseland, therefore, must apparently go to the top with about 1lb. more than Friar Marcus. The calculation may, however, be none too trustworthy, for the result of the running in the New Stakes was arrived at after a five-furlong



TROUBADOUR. Winner of the Cesarewitch,

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Winner of the Cesarewitch.

race, that in the Middle Park Plate at six furlongs. Such as it is, form suggests that a matter of 4lb. or 5lb. would bring Roseland, Friar Marcus, Redfern, Let Fly and Manxman together, a state of affairs which would usually be accepted as an indication that not one of them is a really first-class colt. It is true that among them is none possessed of the phenomenal speed shown by The Tetrarch, but I am much inclined to think that they are each and all colts of good class; they appear, moreover, to be sound and of good constitution, and likely to provide interesting racing next year. It is often said that the best-looking of the runners wins the Derby. If that be so and all goes well, there will be a memorable scene on Epsom Downs next year, for if the great classic race is to be won by the best-looking colt in the field, Friar Marcus will win it for our King. So may it be. King Priam, Pommern and Received are by the way other two

Marcus will win it for our King. So may it be. King Priam, Pommern and Roseland are, by the way, other two year olds whose claims we shall have to consider when we come to the final summing up of this year's two year old form. Among the fillies Mr. E. Hulton's Silver Tag is clearly the best, likely, indeed, to credit her owner with the One Thousand Guineas and the Oaks next year; though, bearing in mind what Torchlight was as a two year old—out and away the best of her sex—and her total failure as a three year old, it would be rash perhaps to year old, it would be rash perhaps to speak too confidently concerning Silver Tag. Nor is it easy to size up her stable companion Torloisk. Some people stable companion Torloisk. Some people expect great things of this colt; but though willing to admit that he has plenty of size and scope, he is, I think, weak in his hind pasterns, and looks, moreover, as though he might be none too robust in constitution. He is well bred enough, being by Gallinule out of Jongleuse, by Juggler out of Grand Prix. by St. Simon, but Gallinule was twenty seven years old when he got Torloisk.

by St. Simon, but Gainfule was twenty-seven years old when he got Torloisk. Not often does one owner manag-to win four races at a Newmarket meet-ing, but Sir E. Cassel did so last weel



W. A. Rouch

FRIAR MARCUS. Winner of the Middle Park Plate.

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when on the Wednesday he won the Champion Stakes with Hapsburg, the Newmarket Hapsburg, the Newmarket Oaks with Flying Bridge, and the Apprentice Handicap with the Apprentice Handicap with Matter, a winning sequence followed up on the next day by what must have been the unexpected success of Troubadour in the Cesarewitch. For the matter of that, I do not know that Sir E. Cassel "expected" to win the Newmarket Oaks with Flying Bridge. He had another runner in the race, Yokohama, who market Oaks with Flying Bridge. He had another runner in the race, Yokohama, who started at 2 to 1, Flying Bridge being quoted at 10 to 1. Troubadour, by the way, started at 66 to 1 for the Cesarewitch, and I know of one bookmaker who—to small money—laid a good many bets at 100 to 1, 50 sovs. to 10s., several times, and several wagers of 100 sovs. to 1 sov., bets which, as he pithily remarked, "knocked the stuffing out of my book." The race over, people there



FILLY BY BAYARDO-STAR OF THE SEA. Sledmere Stud. Bought by Sir Thomas Dewar for 870 guineas.

accustomed of late years. 1 venture to think, however, that in the bloodstock business, as indeed in others, the depression will pass away, and that sooner will pass away, and that sooner than some people believe. Be that as it may, it is clearly better for the majority of breeders to accept the situation as it is, and dispose of their stock at moderate prices than to "hold them up" with what must be considered absurdly high press. sidered absurdly high reserves. The reserve of 1,500 guineas on the Sledmere bred filly out on the Sledmere bred filly out of Stolen Kiss was moderate enough, but the filly passed out unsold. The beautiful filly by Cicero out of S. Claire II. did, however, find a buyer—Mr. J. H. Musker at 2,000 guineas, but for suc of the others as were sold anothing but "Sledmere" pricewere paid. Mr. J. Musker gethe filly by Radium out of Mossdale for 980 guineas; M. Mallaby Deely secured a radius of Stolen Kiss was moderated by Stolen St Mallaby Deely secured a ra-



W. A. Rouch. FILLY BY WILLONYX-ROYAL APPLAUSE. (Aislabie). Bought in for 980 guineas; leased to Mr. C. E. Howard.

were who, with a sudden access of belated wisdom, were ready enough to say, "Troubadour ought to have been backed. Look at his running in the Rufford Abbey Handicap at Doncaster." On the assumption that in that race he could easily have been second instead of third, that would have seemed a fairly reasonable proposition, but, taking the fact that he did finish third, a neck behind Parrot, to whom he was giving 5lb., and that in the Cesarewitch he was meeting Parrot on 1lb. worse terms, it seemed fair enough to say, "If Troubadour, why and that in the Cesarewitch he was meeting Parrot on 1lb. worse terms, it seemed fair enough to say, "If Troubadour, why not Parrot?" and, as a matter of fact, Parrot (40 to 1) had more supporters than Troubadour (66 to 1). Then, too, there was more recent running to consider. In the Newmarket October Handicap, Troubadour finished seventh of the ten runners, a long way behind Fiz Yama, from whom he was receiving 25lb. It seemed, therefore, reasonable to suppose that meeting Troubadour on 5lb. better terms in the Cesarewitch, Fiz Yama could again beat him wherever they finished—the more so that he (Fiz Yama) had already proved his ability to stay the course. But it was the unexpected that happened—Fiz Yama could not get so much as a "place," while Troubadour won easily by two lengths from Green Falcon, while Troubadour won easily by two lengths from Green Falcon, three lengths behind whom Arda finished third. Green Falcon seemed to make his effort too late, but his trainer told me that he was perfectly satisfied with the manner in which the colt had been trained; there were no excuses to make, and he was beaten purely and simply because he was not good enough to win. On behalf of Arda it is said that she hangs about unless running in company with other horses, and that, had she not been out by herself at the Bushes—she was leading by about two lengths at that point of the race—she might have won. Princess Dorric certainly did meet with bad luck in running, but, as far as I could see, she would never have troubled the winner, and apparently does not stay. Of the other runners, Collodion—on soft going— Polygamist and Gravelotte seem worth noting for future events I may add that in the Cesarewitch the pace was poor, and that Cambridgeshire calculations based upon the position of the runners at the Bushes are therefore likely to prove misleading.

Under existing circ mstances breeders cannot expect to receive anything like the high prices to which they have been



FILLY BY CICERO-ST. CLAIRE II. Copyright. (Sledmere). Bought by Mr. J. Musker for 2,000 guineas.

bargain when he got the filly by Lally out of Vortex for 980 guineas; and Sir T. Dewar should have no reason to regret having purchased a filly by Bayardo out of Star of the Sea for 870 guineas, and another by Neil Gow out of Thrums for 100 guineas- a half-sister to Strathmashie Miss.

#### THE HUNTING SEASON.

O much has been written on the desirability of carrying on the various Hunts that it is interesting to note what has been done. Of fourteen packs of staghounds six are not hunting at all, and the other eight are hunting only occasionally. But as far as I can learn all are being kept up.

kept up.

In Ireland, where it is important to keep hunting going for the sake of those who breed and train hunters, it seems likely that the staghounds will go out as usual. All the principal foxhound packs in England will hunt in modified fashion. Practically cub hunting will be carried on throughout the season in some countries, the Blackmore Vale for example. In others hunting will go on on a reduced scale much in the

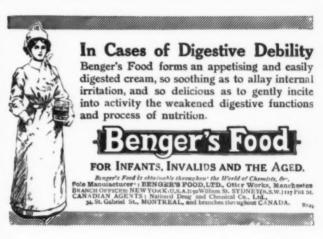
In others hunting will go on on a reduced scale much in the usual way.

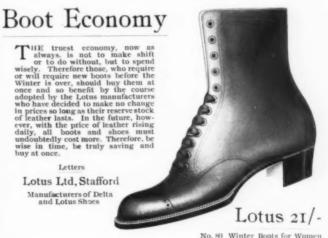
It is a sign how hunting people are working together that many retired Masters and Hunt servants have come forward to "carry on" in the absence of the younger men who have gone to the front. Then, besides those women who are actually Masters of Hounds, quite a number of ladies are acting as deputy Masters or Hunt secretaries. As to the followers, a certain number of old and young, some Territorials, and farmers and others making young horses, are attending the fixtures. The numbers who go out will depend, no doubt, on the progress of the war, and good news will no doubt increase the fields. On the other hand, the season will be short, and some Hunts may find it impossible to carry on after Christmas. Incidentally, we may note the fine and resolute spirit which is determined to keep things going, recollecting how large a share hunting must needs have in restoring the horse supply after the war is over.

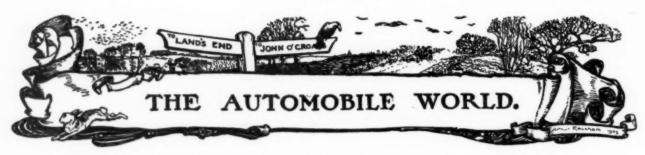












#### DESIGN. NOTES ON AMBULANCE **EMERGENCY**

RIOR to the present war only very little practical knowledge in the use of motor ambulances hastily constructed for such an emergency was available, and it does not appear that much advantage has been taken of any experience that may have been gained by taken of any experience that may have been gained by the use of a few such vehicles in the Tripoli and Balkan Wars. In the course of the last two months various requirements have been fairly well standardised, but in other respects opinions are still divided as to the desirability of certain features. The first design approved by the British Red Cross Society was for a four-stretcher ambulance, in which the Cross Society was for a four-stretcher ambulance, in which the lower stretchers were merely run in along the floor and rigidly secured to the body, while the upper ones were held by substantial wooden supports carried by chains from near the centre of the roof. The suspension of the upper stretchers was, perhaps, hardly sufficiently rigid in view of later experience, while the suspension of the lower stretchers was at the time considered to be probably too rigid. The opinion was expressed in many quarters that some system of springing, over and above that of the chassis itself, should be interposed between the patient and the ground.

Orders were accordingly placed for a number of very

Orders were accordingly placed for a number of very lightly constructed two-stretcher bodies to carry the special stretcher equipment manufactured by Messrs. Henry Simonis. This device consists of a tubular steel framework, of which the corner uprights are slotted to take the ends of steel crossbars, from which the stretchers are along by chart constant. from which the stretchers are slotted to take the ends of steel crossbars, from which the stretchers are slung by short ropes or straps. The ends of the cross-bars bear on strong spiral springs contained in the tubular members. A good suspension is in this way provided without any rolling motion of the stretcher relative to the body being permitted. As the equipment is bolted direct to the floor the superstructure of the body can be very light, and

only sufficiently strong to carry the waterproof covering.

It was not always easy to provide for four-stretcher bodies equipped in this way, and, as the extra accommodation was regarded as highly important, the Society readily welcomed a simple scheme, consisting of a stoutly constructed wooden framework covered with waterproof material, and having bent iron arms bolted to its main members. The ends of these arms were flattened and bored to take the straight shanks of iron hooks, from which the stretchers were slung by short straps. Around the upper portions of the shanks were fitted strong coiled springs, which, when the loaded stretchers were in place, were compressed between the iron arms and lock-nuts provided at the tops of the shanks. This method again, gave suitable vertical suspension without rolling, and attained that end at very low cost. A considerable number of bodies—possibly thirty or forty—to this design were supplied to the British Red Cross Society and put into service, some in London and others abroad. It should be noted that if any spring suspension is provided all for the stretchers it want on account allow of sure rolling. at all for the stretchers, it must on no account allow of any rolling

compressed between the iron arms and lock-nuts provided at the

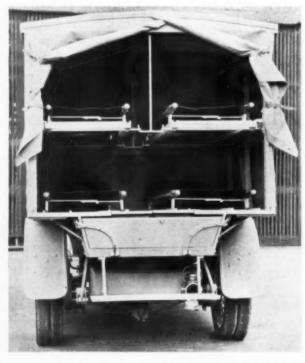
A SIMONIS STRETCHER EQUIPMENT.

motion, which is found to be very disturbing to patients and often causes acute physical discomfort akin to sea-sickness. Doubts have, however, been raised as a result of practical experience on bad roads abroad, as to whether any spring suspension of stretchers is in any way advisable, especially under the conditions obtaining. It may be assumed that the vehicles will see very rough service, and are likely to get somewhat inadequate attention, and consequently the breakage of a spring is at least within the bounds of possibility, and might conceivably be attended by serious consequences. Consequently, the Society has at the time of writing, standardised a simple four-stretcher body, in which the stretchers are run in along shelves and rigidly secured by straps. This plan is very simple, and appears to be thoroughly sound in practice.

As the bodies have to be fitted to chassis not constructed to carry very heavy weights, they should be as light as possible

to carry very heavy weights, they should be as light as possible consistent with adequate strength. There is no need to conto carry very heavy weights, they should be as light as possible consistent with adequate strength. There is no need to construct them wholly of wood, and a better plan is to cover a wooden framework with waterproof canvas, and to provide curtains of similar material tore and aft. It is distinctly unsafe to fit a four-stretcher body to a car which has a wheelbase of anything under about roft. 6in., and even this may not be sufficient if the rake of the steering gear is such as to push the driver's seat back unduly far towards the rear wheels. The standard stretchers are 8ft. in length, and the bodies should not overhang more than can possibly be avoided. Some chassis regarded as of insufficient length to take a four-stretcher body have been fitted with two-stretcher bodies by arranging for the stretchers to be pushed forward into the place generally occupied by the seat at the side of that of the driver. When this arrangement is adopted and proper weather protection provided, the view of the driver towards his left is obscured, and this constitutes a serious danger. Many attempts have been made to convert touring car bodies into ambulances, but this idea is not to be recommended. For one thing, it probably renders an expensive body subsequently useless for other purpoces, while for another it almost involves excessive overhang, which can only be prevented by giving the driver as narrow and simple a seat as possible. In all cases it is most important that ambulance cars destined for Continental service should have their bodies secured to the chassis in such a way as to make it practically impossible for them to shake loose on the road.

H. W. secured to the chassis in such a way as to make it impossible for them to shake loose on the road.



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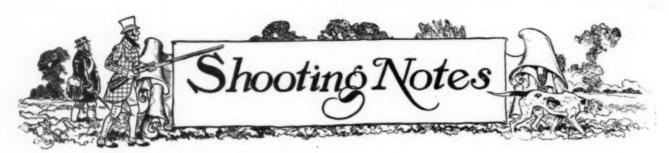


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#### CAPTAIN AYMER MAXWELL.

O the "Roll of Honour," glorious and appalling, has been added the name of Captain Aymer Maxwell, a valued contributor to these columns and a sportsman exclusively in the best sense of the word. An enthusiastic student and exponent of all details connected with shooting, he differed from most similar enthusiasts in that the ornithological side of the sport appealed to him far more strongly than did the mere killing of game. A day at golden plover, successfully planned and executed, or a mixed bag of wild fowl, perhaps, pleased him most; numbers he regarded as but a poor substitute for variety. In retriever trials he took a keen interest, and was a staunch believer in their utility to the breed, supporting his opinions ably and intelligently in print. It is scarcely more than a year since Aymer Maxwell completed his new home in "grey Galloway," the dearest corner of his dear country, for to him Scotland was no mere geographical expression, but an embodiment of all that he thought to be worth living and dying for. miss him sadly; I do not think he can have had an enemy.

#### THE OTHER SIDE OF SPORT.

DOUGLAS CAIRNS.

IT has been said that field naturalists are born, not made, and that only those who dwell in the heart of the coun'ry are aware of the crass ignorance of the average countryman in matters appertaining to the wi'd life with which he is surrounded.

But here and there one meets with a farmer, gamekeeper, poacher, agricultural labourer even, who, from close and constant observation of the wild life of the field, forest and stream, has acquired a sound-if somewhat rough-knowledge of the natural history of the locality in which he resides, and a deep insight into woodcraft. Many of the better class and more highly educated Scottish gillies (not a few of these men boast Scottish University degrees) are excellent field naturalists. The general run of Southron gamekeeper is not to be compared with his Scottish confrère as a naturalist, although, as before mentioned, we have met English gamekeepers very well read in that delightfully interesting science. In regard to the fascinating study of the fauna of those low-lying portions of our coasts, the ooze flats and saltings, marshes and fenlands, the professional wildfowler is bad to beat as a naturalist; indeed, the knowledge of some of these hardy, brine-tanned gunners anent the habits and habitats of wildfowl and the wild life of the seashore generally is really extraordinary. These men are familiar with the call of every indigenous species of goose, duck and wading bird, and will imitate not a few in a most lifelike manner, without the aid of any instrument beyond those which Nature has bestowed upon them-tongue, lips and teeth, Pick up from the ground or water a single feather and ask "Widgeon Joe," the big-gunner, to what species it belongs. He will assuredly tell you, without hesitation or erring. Point out a bunch or company of distant fowl in flight, resting on the tide or sitting on the banks, as the case may be. The birds appear but mere specks, and to your uneducated eyes are quite indistinguishable. "Widgeon Joe," however, will erlighten you in a moment, and, if he be in a communicative mood, will tell you everything worth knowing about their habits, etc. While walking across the salt marshes you notice, perchance, the footprints of many different kinds of birds upon the surface of an ooze-spit that has been left high and dry by the receding Some of the impressions are large, some small, some are webbed, some lobed, and some neither webbed nor lobed. bucolic companion's names for many of the birds which left their signature on that butter-like stretch of slob will prove somewhat unorthodox, perhaps, and localisms such as dunbird (pochard), smeeduck (widgeon), frankhern (heron), tuke or cussedyelper (redshank), oxbird (dunlin), bleatergoat (godwit), and other queer terms too numerous to mention are, to say the least of it, puzzling to a stranger.

Be that as it may, you can rest assured that "Widgeon Joe" is able to decipher the hieroglyphics graved on the mud by the winged denizens of the foreshores just as correctly as you are able to read the letterpress of your pet newspaper. But unlike the driven-game shot, who requires to know little of the habits of his quarry beyond that it should pass within range of his gun, the punt-gunner or shore-popper must be learned in not only the ways and movements of the ever-wary fowl which he pursues, but also in local topography, tides, moon, wind and weather. The man who is ignorant in these matters will never make a fowler, or kill a single head of fowl, unless it be at "flighting-time," or by a stroke of sheer good luck. Briefly, few better hunting grounds for the tyro sportsmannaturalist are to be found in this country than the foreshores, marshes and fenlands of the East and North-East Coast.

The inland sportsman has not the advantages of the coastal-gunner in this respect. Still, a great deal of useful and interesting knowledge of the fur and feather of the woods and fields may be gained by strolling round the boundaries and coverts with a good pair of glasses during the close season and non-shooting days. If one be not absolutely devoid of the instincts of the naturalist he will, in the course of his rambles, very soon pick up at least a smattering of zoology and woodcraft.

MARSHMAN.

#### PARTRIDGES AND THE REMOVAL OF HEDGES.

Rather a striking object-lesson as to the evil effect on the partridge stock that would inevitably result from the destruction of the hedges, which has been suggested in the better interests of agriculture, is afforded by the present condition of some farms in the East of Kent. In Kent generally, as most people who take any interest in partridges are aware, there has been a wonderful increase in the numbers of the birds during some recent years-years, morcover, which have been far from ideal in their conditions for the welfare of partridges all the country over. It is an increase which may be called wonderful the more rightly because it has occurred without any very special, or at least without any very widely extended, care bestowed on the birds. It seems, in the main, to have been a purely natural increase, though, no doubt, the natural tendency was fostered by the greater attention and better knowledge with which the birds were looked after on some of the estates. But in the East of Kent the farmers have taken to pulling down many of their hedges and either making wire fences in their stead or leaving fields without any fences at all between them. After all, where there are not cattle or sheep on the land, the fence ceases to be a necessity. But the necessity still exists for the partridges to have some shelter in which to make their nests. Failing the covert that they used to find in the hedgerows, they are almost perforce obliged to nest more and more in the open fields of clover or of mowing grass. The result is disaster when the mowing-machine comes along before the birds are gone from the nest. Moreover, the rooks, in that part of England, seem to have grown quite aware of this change of habit which has been imposed on the partridges, and have learnt, in their corvine cunning, to adapt their own habit of hunting to the altered Whereas you used to see them, and may see circumstances. them still in many parts, hunting the hedgerows on both sides for the nests, they have learnt, in Kent, to go over all the fields of clover or grass as well, on the look-out for nests. Hovering close over the herbage, they are able to look down closely into it, so that it is very hard for a nest to escape them. It would be not quite so bad, though still bad enough, if they contented themselves with the eggs only, but they will just as readily snatch up a defenceless young bird lately out of the egg as if it were still within the shell. This driving of the partridges to nest in the open fields is an inevitable result of the abolition of the hedges, and we can only hope, in the interests of sport that the farmers in most parts of the country will be conter to let the hedgerows remain.

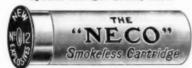
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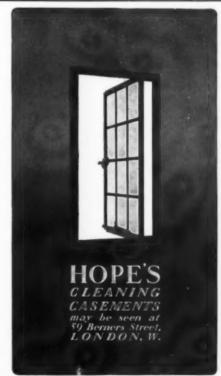
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#### **FOR** AND TOWN COUNTRY.

O many people who ordinarily would be recuperating in the country at this season are detained in town by the exigencies of the war, and so many more are flocking in to help, or to be in the centre of things, finding country life just now unendurable, that London is getting congested, and the problem of where to stay, especially for a lengthy visit, becomes more and more difficult of solution. While one requires to be in immediate touch with one's occupation, philanthropic or otherwise, and one's friends, quiet and fresh air are doubly essential at a time when we have been shaken out of our usual comfortable routine and are beset by anxieties. An ideally situated hotel, where both these desirable features can be assured, is the Hyde Park, Knightsbridge. Situated immediately opposite Sloane Street, the Hyde Park Hotel is easily accessible from any part of London in a few minutes, while at the back lies the magnificent expanse of the Park itself. The interior of the handsome building is the last word in modern luxury. Thanks to its construction, no sound of the traffic of the streets penetrates the building, while on the Park side, where a magnificent view over the Row and the Serpentine away to the trees of Kensington Gardens and to the heights of Northern London is seen, one might be in the heart of the country. Overlooking this view is the restaurant, where one can meal à la carte or table d'hote at pleasure, and a to the heights of Northern London is seen, one might be in the heart of the country. Overlooking this view is the restaurant, where one can meal à la carte or table d'hote at pleasure, and a charming Louis XVI. lounge, greatly in demand at tea time, as is also the open terrace overlooking the Row. There is a perfectly appointed grill room, a magnificent drawing-room, a smoking lounge, where a fine orchestra performs in the evening, and an American bar. Those who prefer to live en famille have the choice of a number of beautifully furnished suites, where they can enjoy the privacy of their own home with a freedom from worry and a perfection of service rarely obtainable in the ordinary house. These suites range size from a single bed and sitting room to accommodation a family. Each has its own bathroom, with a continuous for a family. Each has its own bathroom, with a continuous hot-water supply, and lavatory, while each room contains a telephone and electric light throughout. For the benefit of the nervous it should be stated that the building is fireproof and provided with four iron staircases outside the building, so that every floor possesses four external exits, which is a condition of safety not afforded by any other hotel in London. There are also fire hydrants and appliances on every floor, which are under the constant supervision of experienced firemen who patrol the building throughout the day and night. One great advantage of the hotel, which appeals specially at these uncertain times, is that, although one may live there in the greatest luxury, it is also possible to live very simply and on quite moderate terms. The service, which also includes the convenience of boy messengers, has been brought to a high pitch of perfection throughout; but those who prefer to bring their own servants will find them both reasonably and comfortably accommodated. Thanks to its convenient position and its spacious public rooms, the Hyde Park Hotel is a popular resort for public and regimental for a family. the Hyde Park Hotel is a popular resort for public and regimental dinners (it is within five minutes' walk of the Knightsbridge Barracks), wedding receptions, balls, etc., which are specially arranged for on inclusive terms; while for the informal lunching of chance visitors, business acquaintances, etc., the grill room, which has an entrance from Knightsbridge as well as from the hotel, will be found extremely convenient. In a word, we would strongly recommend those of our readers who are in search of a pied-à-lerre in town for the winter, where they can be assured that their personal tastes and requirements will be studied, and where they can be in close touch with their London interests while enjoying something of the peace and spaciousness of the country, to pay a speedy visit of inspection to the Hyde Park

From the first the heads at Harrods' have closely identified themselves with the supply of war equipments and necessaries, and no firm probably has done more towards reducing the difficulty alike of choice and transit. With characteristic energy they threw themselves into the maelstrom of demand, and now scarcely a week is allowed to pass without some fresh endeavour being put forth. The latest comprises gift haves for the troops being put forth. The latest comprises gift boxes for the troops serving with the Expeditionary Force of specially selected and appropriate comforts that are quite inexpensive, and which Harrods' will forward to the front, packing and postage free. Although all will appreciate the helpful value of this offer, it cannot fail to appeal particularly to those resident in the country. cannot fail to appeal particularly to those resident in the country. The firm has issued a small leaflet in which the contents of four hampers are quoted. Thus, Box No. 1 contains 1lb. of chocolates (Harrods' own special quality), three tins of Oxo tubes, two potted meats, one Ivelcon tablets, two Brand's Essence, chicken and beef, 100 cigarettes (best), quarter-pound tobacco compressed, one packet boracic powder, one tube vaseline, one tin coffee and milk or cocoa and milk, one plum cake, half-pound tin of Danish butter and one pipe. Truly a generous supply for one sovereign, inclusive. Or, again, Box No. 2 is equally representative in a different way; this provides warm comforts, one pair gloves, one pair socks, under vest, pair of pants, three handkerchiefs, one pair braces, woollen scarf and Balaclava cap. Yet another deals with the possible needs for the wounded detained at the military bases of the Expeditionary Force. In fact, Harrods have proceeded throughout with these gift boxes in a manner that is characteristically thorough. At the back of At the back of the leaster directions are given for addressing the parcels, and it is particularly requested that these be adhered to, to facilitate the despatch and ensure a safe arrival. Orders should be sent to Harrods' Export Department, where they will be immediately

to Harrods' Export Department, where they will be immediately attended to by a staff specially told off for the work.

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#### A HITCHINGS BABY CARRIAGE.

at any one of the depôts suffices to carry immediate conviction at any one of the depots sumces to carry immediate conviction that every taste and purse has been taken into consideration. One of the most popular models is the "Patricia," which, in a standard quality, with lacquered brass fittings, commences at six guineas. It is of particularly pleasing lines, the better qualities having the highest grade tangent spoke, ball-bearing wheels, and responding to the lightest touch. The firm are specially fastidious in the uncrushable waterproof used for the adjustable hoods to their carriages, and have the very nicest taste in colour and colour combination. A combination carriage taste in colour and colour combination. A combination carriage taste in colour and colour combination. A combination carriage and car they have just completed throughout in a delicate grey shade that is very novel and effective, and a welcome change from white. It is, however, thoroughly illuminative to read through the lavishly illustrated catalogue issued by Hitchings, and which can be had for the asking from 45, Knightsbridge, S.W.; 329—331, Oxford Street, W.; 86, New Bond Street, W.; or the firm's depôts at Liverpool, Manchester and Glasgow.

#### BOOKS RECEIVED.

Fiction.

The Hole of the Pit, by Adrian Ross. (Arnold, 6s.)
The Encounter, by Anne Douglas Sedgwick. (Arnold, 6s.)
The Revolt of the Angels, by Anatole France. Translated by Mrs. Wilfrid Jackson-(Bodley Head, 6s.)
Broken Shackles, by John Oxenham. (Methuen, 6s.)
The Recoiling Force, by A. M. Champneys. (Arnold, 6s. net.)
The Wife of Sir Isaac Harman, by H. G. Wells. (Macmillan, 6s.)
Only Anne, by Isabel C. Clarke. (Hutchinson, 6s.)

MISCELLANEOUS.
John and Sarab. Duke and Duchess of Mariborouch, by Stuart Reid. (Murray, 16s. net.)

MISCELLANEOUS.

John and Sarah, Duke and Duchess of Marlborough, by Stuart Reid. (Murray, 16s. net. Napoleon at Work, by Colonel Vacchée. (A. and C. Black, 7s. 6d. net.) "
The Romance of the Beaver, by A. Radelyffe Dugmore. (Heinemann, 6s. net.)
Once a Week, by A. A. Milne. (Methuen, 6s.)
Black Tales for White Children. Translated by Captain C. H. Stigand. (Constable 5s. net.)

A Breton Pilgrin

5s. net.)
Connaught to Chicago, by Geo. A. Birmingham. (Nisbet, 5s. net.)
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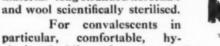
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FOR



Sandown Park last week Lord Michelham's filly recently renamed Plucky Liége, beat Lord Carnarvon's Volta, from whom she was receiving 6lb., by a head. Theoretically speaking, at 5lb. they are equal. Now, if we turn to the Free Handicap for two year olds, published in last week's Calendar, we find Volta 8st. 6lb. and Plucky Liége 8st. 5lb. It is fair to remark here that the handicap was made and published before the race at Sandown Park had taken place; but the running in that race suggests either that Volta is 4lb. better or Plucky Liége 4lb. worse than the framer of the handicap had estimated her to be. Assuming, however, the running in the Sandown race to be true, and accepting 8st. 5lb. as the weight to which Plucky Liége is entitled in the Free Handicap, we must put Volta up 4lb., a proceeding which would put him at 8st. 10lb., or on the same level as Redfern and Ballaghtobin, and 2lb. in front of Let Fly and Pommern. In a rough handicap I had myself placed Plucky Liége on the same mark as Let Fly. Now, taking the Sandown running as placing Volta just 5lb. in front of Plucky Liége, and, for the sake of argument, admitting my estimate of Plucky Liége to be correct, it would follow that, since Let Fly and Plucky Liége are equal, Volta would therefore be 5lb. better than Let Fly But the Free Handicap says that Let Fly is 2lb. better than Volta, and only 6lb. worse than Friar Marcus, top weight in the handicap. Following the argument, we should then get Volta—5lb. better than Let Fly—only 1lb. behind Friar Marcus, and therefore nearly on all fours with the best of his year. position I hardly think that Lord Carnarvon's colt is entitled, and am therefore forced to the conclusion that both Mr. Dawkins and myself have been at fault in the handicapping of Plucky Liége. Had I been correct in assuming Plucky Liége to be equal to Let Fly, it is evident that on the Sandown running I should be bound to put Volta 5lb. in front of Let Fly-a proposition which seems to be very much open to argument. Had Mr. Dawkins been correct, Plucky Liége ought to have beaten Volta by more than a head-by a long length and a half, indeed. The Free Handicap is, however, compiled for a six furlong race; my own calculations were based on five furlong running, and it is quite possible that the extra furlong would give reason to Mr. Dawkins. Be that as it may, the Free Handicap is of much interest if only for the fact that it tells us that Mr. Dawkins thinks that in the shape of Friar Marcus His Majesty owns the best colt of the year-but not by much. Here is the handicapping of ten of the leading colts: Friar Marcus, ost.; Roseland, 8st. 13lb.; Silver Tag, 8st. 11lb.; King Priam, 8st. 11lb.; Torloisk, 8st. 11lb.; Redfern, 8st. 10lb.; Pommern, 8st. 8lb.; Let Fly, 8st. 8lb.; and the Glaze Colt, 8st. 8lb., a matter of 4lb. serves to bring the first half-dozen together, while 6lb. levels up the ten-an estimate which suggests that not one of them is really a first-class colt. Be that as it may, the most symmetrical, the best looking of the lot is Friar Marcus; he looks a Derby colt, let us hope that he proves himself to be one.

The subject of the fees to be paid for the services of the more fashionable stallions is a serious one for breeders just now—it is one, too, to which owners of stallions of that class might well devote some consideration. To wealthy private breeders it may not matter much what fees they pay, even in these days of financial pressure. To the great majority of public breeders—breeders, that is to say, who look to the annual sale of their yearlings for their profit—the matter is serious, the more so that in some cases, in order to secure nominations to one of these high-class stallions, they have been obliged to book them for three years. Taking the average of barren mares as one in three, the fee of a stallion standing at 300 guineas would work out in practice at about 450 guineas. The average of barren mares is thus arrived at: In 1912 the Stud Book accounts for 5,507 mares. Of these, 192 were not

covered, 140 slipped foal, eighty-four were put to half-bred sires, 221 were returned as "dead," 200 went abroad, and 196 were not returned at all. These items added together account for Deduct these from the grand total of 5,507, and the remainder is 4,474; of these, 1,418, or, roughly speaking, one-third, were barren. Allowing for risk of barrenness, accidents to foals or yearlings, "misfits," keep, depreciation of mares, interest on money invested, etc., it is evident that in order to recoup himself for the payment of such a fee as 400 guineas, 300 guineas or 200 guineas, a breeder looks forward to receiving substantial sum for his yearlings. For the last few years the prices realised by fashionably bred yearlings have been such as to encourage breeders to pay heavy stallion fees; but the bloodstock market is suffering heavily from the inevitable financial depression consequent upon a war of the magnitude of that in which we are involved, and, although ultimate recovery is fairly certain, breeders have been hard hit this year; nor can it reasonably be supposed that either next year or the year after will the marvellous prices which we have come to look upon as nothing out of the common be forthcoming for yearlingsor, for the matter of that, for brood mares. How, then, are breeders going to meet the situation? Some may, perhaps, be able to sit upon their losses for two or three years to come, but how about the others-the great majority? They cannot reduce-not, at least, as far as I can see-their current expenses; forage is rising in price and looks like continuing to rise; rent has to be paid as in more prosperous times; labour is more difficult to find; brood mares they must continue to keep, if for no other reason than that they are unsaleable except at heavy loss. Expenses are, in fact, increasing, incomes, as represented by the sale of yearlings, are decreasing and likely to decrease still further. Under such circumstances is it not fair to suggest that owners of stallions for whose services they have been in the habit of receiving very high fees should do what they can to meet the situation in which the majority of breeders find themselves? On behalf of some of these "owners it is fair to bear in mind that they based the purchase of their stallions on the calculation that as against disbursement of capital there would be a fixed return in the shape of fees, the rough average calculation being that the capital would be returned in about three years, tremendous profit subsequently accruing " if " the stallion had proved his ability to get winning A reduction-worth calling a reduction-in the fee would, it is true, to a certain extent upset these calculations, but in most cases owners of these high-priced stallions are dependent upon breeders not only for the receipt of fees, but for the "making" of the stallion. It seems, therefore, even from a purely selfish point of view, up to them to consider whether in their own interests it is not worth their while to deal gently with such breeders as they have got "booked" for a series of years and to receive the continued patronage of other breeders by a recognition of the slump in the bloodstock industry and the consequent reduction of the fees placed upon the services of their stallions. I do not know whether the suggestion is of much use, but it does seem to me that some sort of arrangement might be made as between the owner of a stallion and breeders in this way; a reduction of the a considerable reduction to begin with—on the understanding that further payment would be forthcoming in the event of the produce realising over and above a figure representing a fair return to the breeder. This is only a rough suggestion, but possibly something might be worked out on these lines. In any case, something ought to be done, or, apart from the serious position in which breeders may find themselves owners of stallions for whose services excessively high fees a demanded will not improbably find themselves left severely alonand be obliged to provide mares for their horses, and themselves face the risk of selling yearlings in a flat market.

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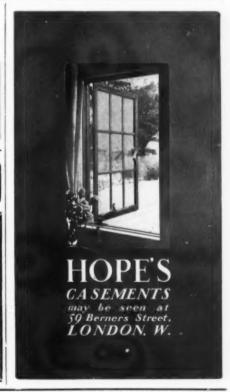
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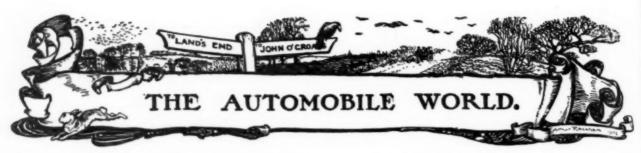
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EFORE the war Belgium contained several prosperous motor-car factories, and it may be taken for granted that among the thousands of refugees from that country now seeking temporary hospitality in England are many skilled motor mechanics. It is obviously desirable to find employment for these men, where it can be done without displacing British workmen, and we learn that an opening of this sort has arisen at the Acton Works of the Napier Company, who have lost considerably over two hundred of their men through enlistment and the calling out of the Territorials and Reserves. Temporary vacancies exist for turners, millers, drillers, men used to capstan Vacancies exist for turners, miners, driners, men used to capstan lathes, grinders, tool-makers, etc., and applications should be made in person or by writing to the Napier Works, Acton, London, W.

The Road Board appears to have disbursed

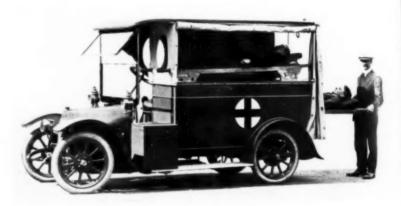
The Road Board appears to have disbursed a large sum of money during the quarter ending September 30th last, as the quarterly report states that "the formal grants completed, with the approval of the Treasury," amounted to £902,657 during the period in question. The bulk of this, however, was handed over to London, which received £400,000 towards the cost of the Western Approach Road, which, presumably, is to be hurried forward during the winter. Road crust improvements account for £403,464 of the balance, the biggest grantee bewinter. Road crust improvements account for £493,464 of the balance, the biggest grantee being Essex, which received £232,180, while Nottingham secured a useful sum of £50,570. The Scottish and Irish councils figure more prominently than usual in the list, though one is inclined to wonder what Armagh is doing in the way of road crust improvements with the £14 which of road crust improvements with the £14 which appears against its name. The report states that up to the end of September the advances "made

and indicated "amount to £5,927,486, of which A £1,551,744 is by way of loan.

The Dunlop programme for 1915 includes several novel features. Owners of light cars will welcome the introduction of a rubber-studded tire specially intended for this type of vehicle. It is made in the 700m.m. by 80m.m. and the 700m.m. by 85m.m. sizes, the tread being of similar design to that of the Dunlop rubber-studded motor-cycle tire, which has given excellent results. The firm will also supply 815m.m. by 120m.m. covers to fit 105m.m. rims, and 820m.m. by 135m.m. covers to fit 120m.m. rims. These "over-sizes" are distinct from the company's interchangeable sizes, which will still be available.

Another Dunlop novelty is a superior form of inter-liner, whose purpose is to enable old covers which have passed the retreading stage to give a further period of service. Exhaustive road tests to which the new inter-liner has been subjected have demonstrated, so we are informed, that it is an invaluable means of extending the life of a well worn cover. One point to be remembered is that the tube fitted with the liner must be one size smaller than the tube originally used, but both tube and liner, after the cover has been finally worn out, can be put by for further use.

A firm which has been paying special attention to the perfecting of ambulance bodies is the Fiat Company, who have adapted their 12—15 h.p., 15—20 h.p. and higher-powered chassis for Red Cross use. The 12—15 h.p. ambulance has accommodation for three wounded, two of them on stretchers, has accommodation for three wounded, two of them on stretchers, which are of special make and larger than the standard War Office type, although the latter can be carried if necessary. Careful attention has been bestowed upon the details, and arrangements have been made for proper ventilation and the inclusion of medicine and instrument cases in the equipment, With detachable wheels, spare wheel and tire, five lamps and a kit of tools this vehicle is sold at the very reasonable figure of 4 50. and the firm undertake at the conclusion of the war to fit a



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Many prominent men and firms connected with the motor industry have contributed handsomely to a motor ambulance convoy, which has been accepted by General French as a permanent unit of the Army Service Corps, and will proceed to the front immediately. It consists of forty-one ambulances, two travelling workshops, three stores lorries, three officers' cars and ten motor-cycles, with a personnel of five officers, eight non-commissioned officers and 136 men. The column will be taken out by Captain George du Cros, Lieutenant W. du Cros and Lieutenant Lyne-Stephens, each of whom has contributed his own car. The forces which have been sent from India and the Colonies are in immediate need of similar equipment.

Among British firms who are executing large orders for the Russian Government are the Wolseley, Napier and Sunbeam Companies. The Napier Works are turning out weekly consignments of six-cylinder chassis for staff use, four-cylinder chassis for ambulances, as well as vans for transport. In every case the vehicles are

lances, as well as vans for transport. In every case the vehicles are equipped with searchlights, fire extinguishers, an ingenious device for locking the gear levers, petrol gauges, and a large tap beneath the petrol tank to enable the driver to run off his petrol quickly and set fire to the car should it be in danger of falling into the hands of the enemy.

The Belgravia Coachworks have been en-

gaged since the war not only in completing pleasure car orders in hand, but in making ambulance bodies for the British Red Cross Society and motor transport lorries, vans and other wagons. A record has been made by the delivery of 300 lorry and van bodies for the Belgian Government within a fortnight, part of the staff of the company being employed in Belgium for adjustments. The company Belgium for adjustments. The company putting ambulance bodies upon private owners chassis in a day and a half to two days; quick work indeed.

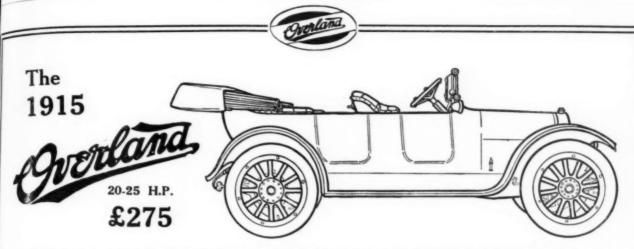
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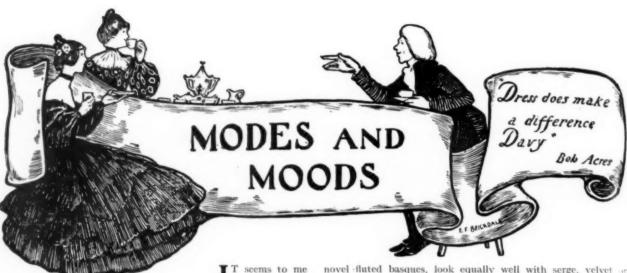
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that nothing

more strange has ever happened in the history of dress than the Slav influence that has been quietly but insistently creeping in during the past few years. Notwithstanding the parrot use of the word Bulgar in connection with embroideries, Magyar sleeves, Bayadère sashes and such like, complete indifference seems to have reigned as to the strange history-making force at the back of these apparently frivolous fashions. Dress, as it has been shown over and over again, inevitably reflects the spirit of the age, frequently quite unconciously, wherefore it is surely permissible to turn the eyes in this connection, together with the far more serious issue, to the East of Europe, where the Slav races show every promise of weighing down the balance in favour of ourselves and allies. The long godet tunic we now know comes from Montenegro, the elegant deep draped sash from several of the Balkan centres, as also the Zouave, which has lately been making a big bid for And now in the very front ranks of favour comes popularity. the banded coat, a diversity, or one might say a fantasy, on the Russian tunic coat.

I think myself the decree was confirmed some time before the commencement of the war that the present autumn season should see the mantle and assertive wrap coat revived to a very marked and particular degree. It is a fact that models were being shown in Paris so long ago as the spring, fashioned of these wonderful peltry cloths, caracul, broadtail, pony, musquash, plush, which we can so proudly and confidently proclaim as British made. So exhilarated, indeed, were the producers of the unqualified successes achieved by the above materials, they have now brought out a tiger and, I believe, a leopard skin cloth - wonderfully realistic productions that will doubtless prove acceptable in the sight of the few who have a fancy for something a little extreme. Although plagiarisms, as far as appearance goes, and extremely clever plagiarisms at that, there is no question of rivalry between these cloths and the genuine pelts. In the matter of warmth alone the latter rise superior. And there is likewise the question of durability, which must again be put on the credit side of the real fur. But for the rest a vast deal is to be said in favour of these plush cloths-since that is exactly what they are-and as the smart, practical wrap coat, anyway for autumn wear, amply justify the favour bestowed upon

Constant play continues to be made with bold sleeve mouvements, while collars come in for a very special share of attention. The majority of these are Brobdingnagian, standing up high, sometimes to the depth of half the head, and then rolling over to the base of the neck. But, happily, nothing is now seen or heard of the low-placed belt; that has died an assured death of a too ardent appreciation. The belt now privileged to enter into quite an appreciable number of the schemes is placed at a normal waist line, or merely a shade below, as may be gathered from the first illustration. This represents the typical coat of the moment, although it perhaps errs if anything on the side of simplicity, which is a fault very easily pardoned just now. Otherwise it stands supremely representative, and is composed of musquash plush, which one has to go very close to and touch before its manufactured character is realised. The collar, cuffs and muff are of rich natural skunk, which serves to heighten the illusion, and as a wrap appropriate to the moment it could not be surpassed. These coats, with their-to our eyesnovel fluted basques, look equally well with serge, velvet of cloth skirts. Other styles have the long, full cape back, which is allowed to fall in unrestrained folds from neck to hem, a doposal that is particularly well suited to silk-finished broad of cloth, and so on by degrees to greater elaboration of effects a climax being reached in quaint tunic mouvements, designed of give that flare out at the sides that, given time and the right opportunities, will certainly figure as one of the most distinctive.



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silhouettes alike in gowns and wraps. Silk velvet, which stands in the highest favour with our leading couturières, is responsible for many récherché manteaux, these usually forming a component part of a gown. It is years since we were privileged to exploit anything so dignified as these mantles, the which, charming as they are, are, nevertheless, just a little old in appearance. The women, however, who are sufficiently frank to admit to a vanishing youth will surely jump at the opportunity of being appropriately attired. And as time passes and the freer lines are more generally assimilated, the impression of slight elderliness will pass.

Passing on to furs, in connection with which interesting information was given the other week respecting coats, a serious effort is being made to inaugurate a revival of the short shoulder



A SIMPLE EVENING GOWN.

cape or pelerine. Almost, this might have been expected as a natural sequence to the long cape or cloak. And it seems reasonable enough, in view of the continued size of the muffs, into which the arms can be thrust to the depth of the elbow, where the pelerine ceases. Natural racoon provided a particularly pleasing medium for the expression of this fancy, as also Russian fitch; from which it may be deduced that peltry of such character holds a special appeal in the cause of the pelerine. Similar models are compose, velvet playing a decorative rôle in conjunction with tur. An eminently alluring little set to chance my way was of ermine and white velvet, the latter entirely fashioning the muff, the front drawn into form by heavy pipings and trimmed at either end with a band of ermine; whereas

the pelerine was mainly of the fur, the edge merely outlined by a frill of the white velvet.

That the coat and skirt, like the man of many virtues, will be always with us goes without saying. At the same time, this classic has probably never had so serious a rival as the simple day dress of Navy serge and faced cloth. These models are everywhere and on all sides, each one more attractive than the last; and, as will be readily realised, they play direct into the hands of the mantle makers. On enquiry at all available authoritative sources the same story is told, where, it is also cheering to learn, the demand almost exceeds the supply. There is a Princesse movement, far too prevalent to pass unremarked, but which is never uncomfortably insistent or hard. The aim clearly is length of line, and, incidentally, to provide a flat surface for the arrangement of the crossed sush effect, an enchanting detail that has so far failed to strike a note of weariness, notwithstanding a marked popularity.

The present-day demand for Navy serge has never larn exceeded. In the cause of the simple day dress, to say that it can do no wrong very much underrates the position it holds, and, save only for the infinite variety of its pression, one might be inclined to vote it monotones. Velvet and velveteen also in the cause of day dreses promise to have a vogue. And with fashions in their present vein, and tending more and more to a dignified aspect, there is every good reason to believe that velvet will be accorded to appreciation desired; for nothing is more elegant or eminent satisfactory as a stand-by winter possession than a smart litte velvet frock, speaking of which reminds me to tell of a model particular that was revealed at an unquestionable source whence many of the most coveted inspirations flow. It was a scheme carried out in deep myrtle green velvet, and the skirjust clearing the ground, was set full into the waist all round In fact, to all intents and purposes, it was the housemaid jupe of yore; although, by virtue of some adept handling, it appeared to hang fairly straight, there was no mistaking the longlost little swing to and fro of the hem as the wearer moved. In the matter of the corsage, the velvet was used sparingly, this merely a little, very décolleté pinafore affair, supplemented by an under-bodice or blouse of the palest, almost flesh pink, crêpe chiffon, handled with that wonderful skill it has been the prerogative of the present day to bring forth. But for the rest it would be impossible to imagine anything simpler than this velvet gown, with never a break in its lines nor an extraneous touch of decoration. And with it there went a mantle that was likewise a veritable dream of elegance, the back long and full, falling quite to the hem of the skirt, while the fronts barely covered the bend of the hips, a magnificent collar of beaver standing up and then rolling over, deep cuffs of the same fur finishing the wide sleeves. It is a decade at least, and perhaps more, since we have had anything approaching such a style, and I can personally vouch for its being the very latest.

In the realms of evening dress a good deal might be related, since the original intention of our arbiters of fashions was to bring about some startling innovations. But beyond the simplest home dinner gowns, little or nothing is being asked for, although many salons are as well equipped as in times of peace with exquisite models. While a number of the evening bodices are still made of filmy transparencies, the feeling is decidedly in the ascendant for firmer corsages. The first indication of the fancy came in the form of deep corselet bands of satin, eventually carried so high as to almost monopolise the entire situation, a certain 1880 influence being, furthermore, brought to bear on the subject. Women with good figures will doubtless congratulate themselves upon the departure, whereas it is one that should be met with discretion by others less well endowed by Nature. On due consideration it was not considered expedient to deal with any of these extreme fashions in the sketch given of a black evening gown appropriate to the moment, which has been taken as the subject of our second picture. In all probability an existing black satin skirt could be turned to account in the cause of this model, as one forms the basis of operations. The two flounces are of plissé black tulle stitched with graduated lines of black ribbon velvet. On the pretty simple little bodice the velvet is used to outline the effective deep armholes, a serried line of large cut jet beads performing the same office to the décolletage. The partially veiled chemisette and sleeves are of soft ivory lace, or, if preferred, black shadow lace could be used, or, again, silve embroidered net; while the draped sash, with its smart on spreading bow in front, is of metal brocade-old blue and silve

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#### SHOOTING NOTES.

SPORT IN KASHMIR.

HEN I left Rawal Pindi in the middle of March the Kashmir road was still in very bad condition and blocked by landslips in numerous places. Thus it took four days to cover the two hundred miles to Sirinagar, which was to be my base of operations for my shooting trip. Having met shikari and coolies and made all final arrangements, i proceeded to Manasbal by dunga (native house-boat). shooting-ground which I desired to reach was in the Indus Valley, beyond Astor and Bunji, the shortest route to which would have been over the Burzil Pass. This pass open, so I was forced to go viâ the Zoji La through Baltistan. The road to the Zoji La lies through the Scinde Valley, a most beautiful part of the country and a favourite haunt of visitors to Kashmir during the summer months. Under its white mantle of snow it is no less lovely than when seen later when valleys and hillsides are verdant pastures of flower-bespangled turf, though it is less well known in its winter aspect. The second day's march from Manasbal took us into deep snow, and it was many days before we got out of it Between Gagangir and Sonamurg the Scinde River flows through a narrow gorge, the path leading continuously over avalache slopes. It is advisable to get through this gorge in the early morning, before the sun softens the snow and the avalanches start coming down.

Scinde River is more than once crossed and recrossed during the march. Sonamurg-the golden meadow so called on account of the profusion of wild flowers in ummer, was deep in snow. From Baltal, nine thousand summer, was deep in snow. From Baltal, nine thousand feet, the view towards Kolahoi Peak, seventeen thousand eight hundred feet, was very fine. Baltal is at the foot of the Zoji La, and at this place we were held up for three days waiting to cross the pass. The only signs of life seemed to be a few whighirtow grows and numerous tracks of foxes. to be a few ubiquitous crows and numerous tracks of foxes and musk deer. The Zoji La Pass is less than twelve thousand feet in altitude, but frequently such a terrific wind rushes through this gully, the lowest in the mountain chain, that it is impossible for the laden coolies to proceed. My coolies too were rather pervous as a day or two proviously. coolies, too, were rather nervous, as a day or two previously several Baltis had been killed on the pass by an avalanche. Having crossed the pass a vast change was at once noticeable. So far we had been marching up the Scinde River, with forestclad hills on either hand. Now we were in Baltistan and found ourselves marching down the Dras River, through a wilderness of rocks and snow. Not a tree to be seen for miles At Dras the Kashmir coolies were paid off and a new set of Balti coolies engaged; short, thick-set men, these of a Mongolian type. We continued to follow the Dras River till its confluence with the Shingo River, and again the right We continued to follow the Dras River

bank of the latter stream as far as Chanegoond

At this place we crossed the river by a cantilever bridge, and were glad to find ourselves out of snow. Near Chanegoond the Shingo River runs into the Suru, and the united stream bears the latter name until in turn it flows into the Indus near Tarkuti. The left bank of the Indus is followed as far as Skardu, the capital of Baltistan—under normal conditions sixteen marches from Sirinagar. Skardu situated in a plain about five miles wide and perhaps as much as twenty miles long. It glories in a fort, post and telegraph office, state dispensary and a small bazaar, and is spoken of by other Baltis as "town," just as a man in England might say, "I am going up to town." The Indus at this point is a broad and placid stream and is crossed by a ferry, the nearest bridges being at Kermang and Rondu, both at least four marches distant. These bridges are of the kind known as jhoolas, or rope bridges, the ropes being made of plaited birch twigs. We crossed on to the right bank of the twigs. We crossed on to the right bank of the Indus by the ferry and reached Rondu without difficulty. As far as this place, although no road in our meaning of the word exists, the Baltis have at least taken the trouble to build galleries and set up ladders in precipitous places. Beyond Rondu, however, it is a different story, and many dangerous places are encountered where a false step means a fall of several hundreds of feet. Even among the Baltis, who are wonderful mountaineers, several lives are lost each year on this stretch of the Indus. Below Skardu the nullahs on both banks of the river hold a few markhor and Ten days' marching brought me to the nullah plenty of ibex. which I had decided would give me the best chance of secur-ing both markhor and ibex. The lower part of the nullah, where the markhor are to be found early in the year, is very bad ground of precipitous rock and treacherous shale slopes. In the upper part of the nullah, below the two big glaciers

at its head, there is plenty of grass and quite a number of stunted mountain cedars. I found the ibex far easier to stunted mountain cedars. I found the ibex far easier to stalk than the markhor, though with both more than one stalk was spoiled by snow-leopards. The ibex lie up in the middle of the day, the big heads usually taking up some position under the shade of rocks or bushes, while the young males and females act as sentries. At this time they are usually hard to approach, but when they descend to graze in the evening, a stalk is, as a rule, not difficult provided the wind is steady. All the heads I shot in this nullah were over forty inches, the best being a very symmetrical head of

THE merits of "Schultze" and "Lightning" powders are well known to readers of these notes, and we are glad to be able to assure those sportsmen who are in the habit of using able to assure those sportsmen who are in the habit of using cartridges loaded with either one or the other that the Schultze Company is entirely British throughout. Schultze powder has been manufactured at Eyeworth in the New Forest since 1869, the British patents being secured by an English company from a Captain Schultze, whose connection with the management ceased in 1871.

#### FOR TOWN & COUNTRY

THE NEW LINEN HALL.

HOSE who know Belfast will remember the magnificent City Hall in Donegal Square, which sands where formerly stood the old Linen Hall, built by public subscription in 1783 as a centre for the reat industry in which even then the city held a oremost place. Almost immediately adjoining this historic site are the headquarters of Messrs. Robinson and Cle ver, a firm who may be said to have carried on the traditions of the old hall, since they maintain the same system of direct intercourse between maker and buyer as obtained in the old building more than a century ago. Some years ago the firm established a London branch, and those of our readers who have watched the gradual extension of their London business will be glad to know that, having secured a site of some thirty-one thousand square feet in Regent Street, they are now about to perpetuate their historic origin by the opening of new premises, to be known as "The Linen Hall," London. Here, since the London house is in direct touch with the parent house in Belfast, and so with the firm's factories at Banbridge. house in Belfast, and so with the firm's factories at Banbridge, it will still be possible as in old times for manufacturer and buyer do business without the intervention and expense of a ddeman. The opening of the Linen Hall will be celebrated by a huge sale, beginning on November 2nd, a shopping event which no housewife should miss, and that it will inaugurate a well deserved career of prosperity those who are acquainted with Messrs. Robinson and Cleaver will have no doubt.

#### AN ECONOMICAL LIGHTING PLANT.

One direction in which a very real economy can be effected in these times is in the matter of lighting and heating. In the country house satisfactory results are often only obtained by the most extravagant means. Even where an entirely up-to-date method has been adopted it frequently necessitates a formidable expenditure both in installation and running. The ideal system is one which will give a regular light of good quality from a simple installation. both in installation and running. The ideal system is one which will give a regular light of good quality from a simple installation run on an economic fuel without waste. This counsel of perfection has been to all intents and purposes realised at last by Messrs. Spensers, Limited, the well known lighting, heating and power engineers of 53c, South Molton Street, W. After years of practical experience and patient experimenting in petrol-gas lighting, Messrs. Spenser have now produced in their new Patent "Duplex" system a plant which is the last word in household economy. The saving is effected by the use of ordinary petrol instead of an expensive high-grade spirit. With the new "Duplex" this is vaporised with the minimum of waste, producing a steady light, beautifully soft, and yet so clear that colours can be matched by it and even painting can be done the new "Duplex" this is vaporised with the minimum of waste, producing a steady light, beautifully soft, and yet so clear that colours can be matched by it and even painting can be done as in daylight. The cost works out at something under a third of that of paraffin lamps, and it is calculated from letters received from various consumers that a fifty-light installation runs into little over a shilling per week. One user, whose letter we have seen, writing on October 6th, says: "My light is giving every satisfaction and using very little petrol. With my old plant at this season of the year I was using two and a half gallons to three gallons of special petrol per week. Last week, from Monday to Monday, I used nine pints of motor petrol. This speaks for itself." This saving of 75 per cent. was calculated as follows: 2½ gallons of 680 spirit at 2s. per gallon or 53. 6d. per week, against 9 pints of motor or per rol at 1s. 6d. per gallon or 1s. 7d per week. It is interesting to note that originally this user had twenty lights only, whereas with his new "Duples" machine he has thirty-two. Many people are now using petrol-tiss for boiling rings and other heating. The new luminous stoves cost but a halfpenny per hour to run, while, since there is no smoke or soot, the pots, kettles, etc., used over them are kept absolutely clean. The machines are constructed of cast-iron, with copper interior parts, therefore they are practically indestructible, and any maid can look after them. Here, again, it will be seen that a double economy both of heat and utensils can be effected. maid can look after them. Here, again, it will be seen that a double economy both of heat and utensils can be effected.

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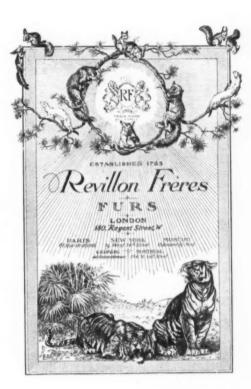
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## RACING NOTES.

N the Wednesday of last week there was a rousing finish to the race for the Cambridgeshire Stakes, when Honeywood (three years, 7st. 8lb.) beat Ambassador (three years, 7st. 5lb.) by a head, the four year old Diadumenos (7st. 1lb.) being only a head away for third place. Cheerful, another four year old, carrying 7st. 5lb., I may add, was close up for fourth place, and the three year old Black Jester (8st. 12lb.) a very respectable

sixth. He could, I think, have been a good deal nearer to the three placed horses had there been any use in riding him right out. Luck may have been on the side of the actual winner. I think it was, for he was ridden by Donoghue, who fairly excelled himself on this occa-It is, moreover, probable that Ambassador might have made just a little better effort at the critical moment, and by all accounts Diadumenos is an animal who, being drawn level with whatever he may happen to be racing with, thinks he has then done as much as he can reasonably be expected to do, and requires a very great deal of persuasion before he can be brought to realise that more is required of him. Cheerful, too, might, with a stronger jockey in the saddle. have bothered the winner not a little. His subsequent running in the Durham Stakes suggests, indeed, that he might have won. Be these things as they may, it was a great race. As regards the winner and the second, I thought they were both pretty well "all out," but Diadumenos certainly showed no sign whatever of distress when he pulled ap. I do remember an even more exciting race for the Cambridgeshire. That was

in 1897, when, as the horses passed the post, betting fast and furious broke out as to which of the four horses had won. Curiously enough, they were all three year olds—Sir W. Ingram's Comfrey (7st. 2lb.), ridden by Kempton Cannon; Mr. J. R. Keene's St. Cloud II. (7st.), with Tod Sloan in the saddle; Mr. P. Lorillard's Sandia (7st. 8lb.); and Mr. C. D. Rose's Cortegar (7st. 5lb.), these two being respectively ridden by White and S. Loates. What a race that was! They finished

in the order in which they have just been mentioned, and "heads all" was the verdict of the judge. I remember that race well, because it so happened tha: I had a treble event wager—I think it was 4,000 sovs. to 4 sovs.—Diakka for the Duke of York Stakes, Merman for the Cesarewitch and Gulistan for the Cambridgeshire. The two first having duly won and Gulistan having come to 6 to 1 for the Cambridgeshire, the late Mr. R. Topping, who had laid the bet



W. A. Rouch. HONEYWOOD, BY POLYMELUS—HONEY BIRD, Copyrig
Winner of the Cambridgeshire.

and whom I knew very well, advised me in a most friendly way to make sure of "winning a bit." I was sorry that I had not taken his advice, for, after looking very like the winner of the race—if I remember rightly they only offered even money against him in running—he dropped out near home, leaving the race to be fought out as I have just described. The weather had been very dry, and Hayhoe had, I believe, been obliged to deal carefully with Gulistan, or I believe that he instead of Comfrey

would have been returned the winner of that extraordinary race. There were good horses in the field, too; there was Galtee More, attempting the impossible with 9st. 6lb. in the saddle, 8lb. more than the weight carried by Plaisanterie when she won in 1892; and Bay Ronald, subsequently famous as the sire of Bayardo, was there too. There were good horses in those days, but I am not of those who believe in the decadence of the British thoroughbred -not on the whole, and I think that the best of our modern horses are probably as good or may be even better than the equine celebrities of bygone days. Black Jester certainly does not commend himself as being a horse of such class as Galtee More; but it is at least to his credit that with 8st. 12lb. in the saddle he did run very well indeed in last week's Cambridgeshire - sufficiently well to entitle him, I think, to rank as a Leger winner of average merit-not improbably the best of his year, with Willbrook for next best. If the Cambridgeshire was an exciting race, what must we say of the Dewhurst Plate ?--for it supplied us with a finish equally thrilling and of far more real interest, inasmuch as it was fought out by two



W. A. Rouch LET FLY, BY WHITE EAGLE—GONDOLETTE.

Winner of the Dewhurst Plate.

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of the leading two year olds of the year—Lord Cadogan's Redfern and Colonel Hall Walker's Let Fly. To these two colts—or rather, perhaps, to the two good sportsmen by whom they are respectively owned—we have, indeed, been indebted for some of the very best sport of the season. In other ownership it is likely enough that these two colts, having had one trial of strength, would have gone their different ways, avoiding instead of seeking a fresh encounter. Up to Thursday last this is how matters stand between them: In the New Stakes at Ascot, Let Fly, with Roseland intervening, and giving them both 7lb., beat Redfern by a neck. Then came the turn of Lord Cadogan's colt, for in the New Stakes at Ascot he beat Let Fly by a head. So far honours were easy, but in the Champagne Stakes at Doncaster Redfern secured another trick, beating Let Fly that time by a neck. Last week they met again, in the Dewhurst

Plate, when Let Fly won a desperate race by a short head. Very rarely, indeed, do we see two colts showing such remarkable consistency of form from June till the end of October. Both have done plenty of work, and it is surely to the credit of their respective trainers that neither of them has ever varied his running by more than ılb. or 2lb. Two the most. game and honest colts they nndoubtedly are. Which of them is the best? That is a question which is obviously difficult to answer, but I have always had a slight

W. A. Fouch SON IN LAW BY DARK BONALD MOTHER IN LAW Committee

W. A. Rouch. SON-IN-LAW, BY DARK RONALD—MOTHER-IN-LAW. Copyright
Winner of the Jockey Club Cup.

preference for Redfern, and have so still, none the less that Let Fly certainly had the advantage of him at the start for the Dewhurst Plate-pretty nearly a length, 1 think-and that in a race strongly run from end to end, Redfern was consequently always "fighting." Right well he fought too, for though Right well he fought too, for though a short head at the end of the race made all the difference in the world as far as the result of that particular race was concerned, it cannot be said to have definitely settled the question of supremacy between the two colts. Neither of them is, perhaps, quite a first-class colt, but both are decidedly useful, and we can wish nothing better than that next year may find them both fit and well, ready to try conclusions once more. the other two year olds seen out in the course of the Houghton Meeting, Sunfire put in quite a good performance when, after being to all seeming almost out of the race, he gave 12lb. and a sound beating to Rarity-a beautifully bred filly belonging to Lord Falmouth-in the Criterion Stakes. The winner must have had any amount in hand, and is, perhaps, a bit better than we hitherto thought him to be. Then there was Costello, whose easily gained victory over the Laomedia colt (receiving 18lb.) in the Old Nursery (a mile) lcd a good many people to think that Mr. C. Bower Ismay's colt might, after all, be a fairly good stayer. But that form may not have amounted to much after all, for in the Free Handicap on the next day but one (six furlongs) Mr. E. Hulton's Buskin, in receipt of 1lb., beat him "anyhow, In the early part of the year Buskin was running in selling plates, but from his more recent running it would seem that he is now quite capable of holding his own in good company. One trainer, indeed, remarked, as he looked him over after the race, that "he might well turn out to be the best of his year." That I hardly think he will do, but that he is possessed of hitherto unsuspected merit I make no doubt. A propos of the two year olds, we must not lose sight of Mr. C. Wilton's Elaine, for she had a lot in hand when she won the Criterion Nursery, beating Crevasse (from whom she was in receipt of 7lb.), Windlesham (to whom she was giving 25lb.) and eight others. She is a big, upstanding filly, still backward in muscular development and likely, I think, She was bred by Mr. E. H. Leach, to make great improvement. is got by Flotsam out of Early to Bed, and is now owned by Mr. C. Wilton. There is a heavy entry-700 lots I believe for the December Sales, but, judging by the result of those held last week, there is little prospect of satisfactory prices being forthcoming, except in regard to animals of moderate value, or, it may be, for one or two exceptionally tempting " Owners of young and well-bred mares will probably find it to their advantage to hold on to them until better days return, but with regard to old mares I think they will be well advised to clear them out even at a considerable loss. hear, by the way, that as soon as the December Sales are over the Sale Paddocks are to be utilised as a remount depôt, for how long I do not know. It is hardly necessary to add that the scheme

is looked upon unfavourably by a good many the trainer and stud-owner in the immediate neighbourhood for the reason that such a gathering of horses of all kinds, in all sorts of condition and health, may prove a source of infection. Such danger is very possible, but the Messrs. Tattersall -I understand that their Mr. Deane is to be in control-may be safely trusted to minimise the risk as much as possible. There is. however, this to be considered, not only that the very many horses and mares of great value will be ex-

posed to risk of some sort, but that Newmarket itself is already overcrowded with horses, and that for these and other reasons it would have been advisable to select another site for the remount establishment, if possible.

TRENTON.

### KENNEL NOTES.

BELGIAN DRAUGHT DOGS.

remarks of the other week on dogs in harness may well be supplemented by a few observations on the subject as it is viewed in Belgium. I have been assured that the draught dogs of Belgium are apparently more than content with their lot, although it must be clearly understood that I am relying on the information of others rather than upon personal A year or two ago, M. Albert Houtart, secretary observation. of the Stud Book and judge of the National Federation for the Breeding of Draught Dogs, furnished me with some particulars which are worth recalling, as supplementary to G.'s" remarks. While draught dogs have existed in that unhappy country for some centuries, it was not until twelve years ago that the society mentioned came into being with the object of improving the stamp and ameliorating their condition. The ancient and powerful variety known as the matin is an old inhabitant of the Low Countries, and, owing to its size, its services have been in great demand. Going still further back, the Dukes of Brabant kept large packs of matins, and, under a Royal grant, during the communal history of Belgium, about the eleventh century, butchers, knackers and tanners were allowed to hunt the beste noire (presumably the wild boar) with them. During the last century indifference as to purity of pedigree among working class breeders led to a serious deterioration, so that the old type was nearly lost. I say nearly, for a few butchers, breeding with more discrimination, had preserved some of the genuine blood, and when the society mentioned got to work, its first care was the reconstitution of the matin. A strong and suitable

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kind of animal has now been brought within reach of the working classes. The labours of the society have so commended themselves to the authorities that subsidies are allocated by the Government, the provincial governments and various towns. The body is divided into nine syndicates, one for each province, under the supreme control of National Federation. For an annual premium of two francs an owner can protect himself against loss by death.

The economic value to the country of its army of 175,000 industrial dogs must be considerable, even if we put the earning capacity of each individual at the low figure of sixpence a day. Some authorities consider that a franc a day is not beyond the mark. M. Houtart, in stating the case for the system, wrote: "People who have never seen the dogs at work cannot imagine how content and happy they seem when their masters harness them in the car. I like very much better to see at work a well-built and strong dog than poor women or old men dragging or pushing trucks. The amelioration of the condition of the draught dog, improving the race, perfecting the cars and the harness, punishing abuses and giving full scope to the severe regulations, is much more worthy of a sensible mind than futile declamations regarding sensibility and sentiment."

Diligent readers of the daily papers will have noted the extensive employment of dogs by the military authorities for the purpose of drawing machine guns, and in that sad and depressing exodus from Antwerp I saw that a feature of the mournful procession was the number of our four-footed friends pulling carts containing household effects or children. What will happen now, I wonder, to the once large canine population of the shattered country? Dogs and the breeds of utility poultry for which the Belgians were famous must have been scattered or destroyed. It is a lamentable picture to contemplate.

CURRENTE CALAMO.

One word on a more cheerful topical subject. It had been the intention of the members of the International Gundog League to entertain their late secretary, Mr. A. E. Sansom, at a banquet. Festivities being out of harmony with the spirit of the times, a cheque for £65, together with a list of the subscribers, has been forwarded to Mr. Sansom. This gentleman has put in many years of hard work. May I remind readers, too, that the date of the Great Joint Terrier Show has been changed to November 18th? It will be held in the People's Palace, Mile End Road, and all the profits will go to war charities. Schedules may be had from Mr. Holland Buckley, Burnham, Bucks. Please note that entries close on Monday next. On November 19th, also in the People's Palace, the Kensington Canine Society, under the managership of Mr. F. Wheatley, is arranging an open championship show, here, again, the profits being for topical charities. From all I can gather these two events are being anticipated with an unusual interest, stimulated by the leanness of the period through which we have been passing, One and all seem to welcome the idea of a revival of showing, and great is the regret at the inevitable abandonment of the Kennel Club meeting. However, I understand that Birmingham is a certainty, so that we have something to hope for with the turn of the year.

One other little matter of importance. The Board of Agriculture announces that in future the period of quarantine for imported dogs will be four months instead of six, and that the concession which has hitherto been made of a maximum of three months in certain cases is withdrawn. Anyone having dogs in segregation that have conformed with the four months' regulation can arrange with the veterinary surgeon in whose care they are for their immediate release without further authority from the Board.

A. Cronton Smith.

#### LINCOLNSHIRE.

ILLIAM COBBETT, in his "Rural Rides," tells us in his hearty, if semewhat over-emphasised, way that in Lincoln he thanked God for making such a county. He was thinking of its fat oxen and deep cornland, but Mr. Willingham Franklin Rawnsley, who has written The Highways and Byways of Lincolnshire (Macmillan), takes it on higher ground. He places its minster first of English cathedrals. T.ue, the west front is not comparable with that of Peterborough. York is larger and grander. But if both the situation and the outside view and the inside effect

be taken together, "then Lincoln stands first and Durham second." In confirmation of this story he relates that:

I was once at an Archæological Society's meeting in Durham when Dean Lake addressed us from the pulpit and he began by saying: "We are now met in what by universal consent is considered the finest church in England but one; need I say that that one is Lincoln?" The chuckle of delight which this remark elicited from my neighbour, Precentor Venables, was a thing I shall never forget.

Its name carried us back to B.C. 55, the date of the landing of Julius Cæsar. Then the Witham was called the Lindis (like the Northumbrian streamlet Low) and the province Lindisse. To the Romans it became Lindum Colonia. Newport Gate would stand alone among Roman gateways surviving in Britain but for the discovery, about a year ago, of one at Colchester. It is, indeed, of surpassing interest. The building of the cathedral was b gun by Remigius in 1075 and the famous Angel Choir was finished and consecrated towards the end of the thirteenth century. From the laying foundation stone to the great ceremony, at which King Edward I. and his wife Eleanor were present, to see the body of St. Hugh of Lincoln taken from the Chapel of St. John the Baptist to the beautiful gold shrine prepared for it in the Angel Choir behind the High Altar, (wo hundred and fifteen years had elapsed. Among other ecclesiastical buildings the highest place must be given to Boston Stump, if for nothing else because it has become in the heart of a Lincoln man indelibly associated with his conception of the Mr. Rawnsley describes it with a sympathy great county. and understanding that make the passage one of the most poetic in the book.

The tower, 288 feet, is taller than Lincoln tower or Grantham spire, and is only exceeded in height by Louth spire, which is 300 feet. The view of it from across the river is one of the most entirely satisfying sights in the world. The extreme height is so well proportioned, and each stage leads up so beautifully to the next, that one is never tired of gazing on it. Add to this that it is visible to all the dwellers in the Marsh and Fen for twenty miles round and from the distant Wolds, and again far out to sea, and is as familiar to all as their own shadow, and you can guess at the affection which stirs the hearts of all Lincolnshire men when they think or speak of the "Owd S.ump," a curious title for a beloved object, but so slightly does it decrease in size as it soars upwards from basement to lantern, that in the distance it looks more like a thick mast or the headless stem of a gigantic tree than a church steeple.

Lincolnshire churches form a big subject which we shall not touch on further, except to say that the author has studied them with assiduous and loving care, and especially those of the Marsh and Fen. When the great monasteries were the most splendid, churches were naturally built. traditions of the county are gathered for the most part round the family of Tennyson—a name that has made every reading man familiar with Somersby, with its rectory and church, Bag Enderby, the Little Town of Louth, and so on. For the atmosphere, indeed, it is impossible to do better than read again the old Tennysonian poems with their reference to those essential features of the scenery—"the long gray fields at night," "the high dark wolds when summer wind blew cool," "the ribbed sand of the brook," and so on. Even the seaside is redolent of Tennyson, who drew many of his richest metaphors from what he saw when the tide was retreating over the low receding shore at Mablethorpe. It is a shore set with natural and artificial barriers to the inroads of the sea, some of the latter dating from the time of the Romans, and the pensive visitor may well, as he lists the last twitterings of the birds among the bents of the sand dunes, try to recover in imagination the parishes and churches that the sea hath submerged. Of the literary celebrities other than Tennyson, Mr. Rawnsley makes brief mention. Even Jean Ingelow is dismissed with a couple of references, one to the "Brides of Enderby," the tune of which she imagined only, but which is now rung from Boston steeple.

In recompense we get some delightful tits of Lincolnshire dialect, as, for instance:

I was once in the Boston Station waiting-room as it was getting dusk on a winter evening; three people of the sea-faring class were there—a tall, clderly man standing up, his son asleep on the floor, and the son's wife sitting and apparently not much concerned with anything. The father, seeing melook at the sleeper, said, "He'll be all right after a bit. My owd son you is He's a bit droonk now, but he's my owd son. A strange good hand in a boat he is, I tell ye. They was out lass Friday i' the Noorth Sea and it cam on a gale o' wind, they puts abowt you knooa, an' runs for poort. The seas was monstrous high, they was, and the gale was a rum un, an' the booat she was gaff-hallyards under. The tother men 'She's gooing!' they says, 'She' gooing!' But my owd son he had the tiller. 'She's all right,' he says and mind ye she was gaff-hallyards under, but 'She's all right,' he says and he brings her right in. Aye he's a rare un wi' a booat is my owd son, noan to touch him. He's a bit droenk now, but he's my owd son."

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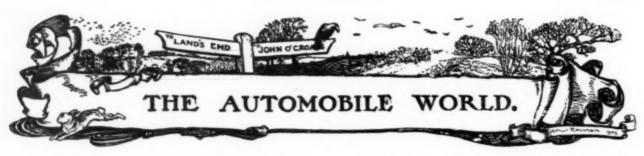
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there be any British motorist in whom all traces of insularity have not been swept away by the broadening effects of travel, to such we would recommend a study of Transatlantic cars. To others such a recommend a study of Transatlantic cars. To others such a recommendation is unnecessary, for to know what is being done by others, to see and appreciate where their practice falls short of and where it excels ours, is in the nature of a mental tonic. We in this country do not sufficiently take note of what is being done in the United States, yet there is note of what is being done in the United States, yet there is much to be learnt from the Yankee car. Take any representative American vehicle, such as the Overland, as an example of general Transatlantic tendencies at the present time. Right at the outset we find ourselves up against the rather narrow frame without any insweep forward for the lock of the front wheels, and incidentally, while examining the chassis, discover how accessible such a frame leaves the joints of the steering gear, spring shackles and other parts that frequently have to be lubricated. The parrow frame may involve stronger and slightly. The narrow frame may involve stronger and slightly lubricated. heavier bodywork (though this has yet to be proved), but it certainly means not only cheaper, but stronger frame construction. One of the Overland designs for 1915, known as the Model 81, indeed, has an entirely straight frame without even any upsweep over the back axle; obviously such a frame is

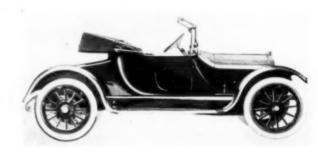
remendously strong.

Following lines of high specialisation the Overland makers confine themselves to only two standardised chassis designs—though, of course, bodywork allows of much variety—and in some respects the Model 80, which has an upswept frame and in some respects the Model 80, which has an upswept frame and so a lower centre of gravity, differs but little from its companion. In both types the engine dimensions are the same, namely, 4in. bore and 44in. stroke, and in both the crank shaft runs in five bearings, while the usual refinements of adjustable tappets and so forth are present in each; but presumably in the engine of Model 80, a higher compression and higher speed are employed, for it is rated at 20 h.p. to 25 h.p. as against the 15 h.p. to 20 h.p. of the less expensive type. In both cars the transmission arrangements are much the same and, like last year's design, depend on an easily adjustable leather cone clutch, and the usual propeller shaft driving the sliding gears of the compact gear box incorporated in the back axle.

Common also to both types are the arrangements of such ils as brakes, springs, frames and detachable rims, brakes, springs,

attention of those who value quiet running lies in the rubber strip, or buffer, between the lower panel of the wind screen and top of the dash—this to avoid "drumming." American designers have of late years given much attention to the matter of bodywork, with very excellent results, and the latest Overlands afford very good examples of the typically American style.

Perhaps the most characteristically American feature, however, is to be found in the new dynamo and electric



A TWO-SEATED OVERLAND. Fitted with electric starter and lighting.

engine starter, seeing that these refinements originally emanated from the United States. In the 1915 cars the dynamo is much more compact, and though a separate motor, instead of a dynamotor, is still employed, it departs from last year's lines in that it acts through a pinion on a geared ring on the flywheel rim. No complicated electrical apparatus is employed to throw the electric motor out of action as soon as the engine starts; the electric motor is started by depressing a pedal as soon as a certain switch has been turned, and the necessary disengagement of motor from engine as soon and the necessary disengagement of motor from engine as soon as the latter is started is effected by allowing the pedal to rise. The whole disengagement is effected merely by substituting the natural action of the foot for complicated electric or mechanical contrivances, and it certainly seems to work

absolute effectiveness.

The police are enforcing the new regulations in regard to headlights with strictness, and even electric sidelights seem to come within the ban unless the glasses are frosted. The prohibition of powerful lamps relates to the whole of the Metropolitan area, the precise boundaries of which are known to very few motorists. Cars have recently been stopped at places as far afield as Esher and the names and addresses of drivers taken, though we are unaware whether any summonses have actually been issued. If it is really necessary to reduce the lights on all vehicles to a mere glimmer when they are as far distant as fifteen miles from Hyde Park Corner and have still long stretches of country road to traverse before they reach the streets of London, it would seem only reasonable to make the fact more publicly known than has been done up to the present, and for a time at least to station constables at the outer boundaries of the Metropolis to indicate to the traffic where the prohibited area commences.

As the war proceeds and the organisation of the mechanical transport departments of the various armies is improved, attempts are being made to increase the facilities for repairing on

made to increase the facilities for repairing on the spot cars and lorries which break down by the roadside. Several travelling workshops have already been equipped in this country and Son.

and despatched to the scene of the fighting, and we reproduce herewith an interesting-looking vehicle recently built by the Napier Company for the Russian Government. The interior equipment consists of a 6in. centre lathe, motor grinder, electric drilling machine, forge, anvil, bench and a full set of tools. The workshop derives the necessary power from a 3 h.p. petrol engine, which drives the dynamo for supplying current for the lathe, grinder, drilling machine, etc. A block and pulley are provided for hoisting heavy parts up to 10cwt.



TRAVELLING REPAIR

Built to the order of the Russian Government by D. Napier and Son.

though the larger car has 8in. more of wheel base, and though the larger car has 8in. more of wheel base, and tires measuring 88om.m. by 120m.m. as against 815m.m. by 105m.m. tires on the smaller model. Domed mudguards and various other modifications are also in evidence on the larger pattern of car. The larger, 20—25 h.p., Overland may, in fact, be especially regarded as the last refinement of previous designs. Thanks to the upswept frame, the body is hung 4in. lower than previously, while a feature worth the



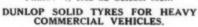
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#### NOTES. SHOOTING

HOW THE PARTRIDGES ARE BEING SHOT.

OR those who have the game to kill, and whose circum-stances, whether of age or otherwise, compel them to be at home, it is something like a duty, and perhaps the best duty that they are able to perform, to kill some at least of that game which has its value for food. We hear of several partridges by walking them up people going out to shoot their

who have not shot partridges by any other method than driving for very many years. Even if it were possible to get together the guns and the beaters, people hardly have the heart, this year, to be entertaining house-parties. The most they will do in that way is to ask down a friend or two to come out and shoot the birds by walking up, if they care to do so; and it is quite a surprise to a good many of them to find out what a difficult bird to kill a partridge walked up may be. Accustomed as they are to the driven shot, they have to con-fess themselves quite out of it when they begin on the very difficult style of shooting which

difficult style of shooting which the same birds will give them as they rise and go away in front of the gun, instead of being brought over, in flight, to it. And even when they have grown accustomed to the new sort of shot, they still have to realise that the bird rising far out, especially on the right side, keeping low down, very likely, so that it does not afford the shooter a very good sight of it against a dark background, gives a very tricky shot indeed. The shot has to be taken quickly, for otherwise the bird will be out of range. The shooters receive, in fact, a perhaps salutary lesson in humility, being forced to realise that their fathers, though they did not know so much about driving, were really pretty good shots if they could give a satisfactory account of themselves, and of their doings with the gun, in these circumstances. a satisfactory account of themse the gun, in these circumstances.

WHAT TO DO WITH THE PHEASANTS.

Just what it may please people to do with their pheasants this year, when there will be little covert-shooting, it is not possible to say. It has been a very good season for pheasants, as for most game. They have done remarkably well all through the year, and the crop of berries and of all wild fruits is so uncommonly large that they will find rich feeding. Indeed, the heavy acorn crop is bound to cause much trouble to the keepers, on account of the temptation for the birds to wander after the fallen fruit. Some sanguing people in regard to an keepers, on account of the temptation for the birds to wander after the fallen fruit. Some sanguine people, in regard to an early termination of the war, are suggesting the passing of an Act to allow shooting of cock pheasants to be carried on through February of next year, in order to give soldiers returning a better chance at them. But perhaps it is scarcely a suggestion put forward seriously. Regarded not as objects of sport but of utility—that is, of food—pheasants are the most important of our game birds, and fortunately the difficulty of killing them by

other means than shooting is nothing like as great as with partridges, to say nothing of grouse, which it is scarcely possible to bring to the bag by any other means. The pheasant is almost in a state of semi-domestication, and can easily be led by feeding into a netted enclosure, where he can be dispatched at leisure Indeed, we know some gourmets who habitually have their pheasants for the table killed in this way, to avoid the



HAND FEEDING UNNECESSARY.

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unpleasantness of the biting of a hard shot and of the spoiling of the flesh of the bird by the shot wounds.

#### GROUND GAME AND THE WAR.

It may be pointed out that many farmers and farmers' it may be pointed out that many farmers and farmers' sons have gone out to the war with Yeomanry or are serving in one force or other, whether for home defence or for foreign fighting. That implies, among other things, that many of those who usually take advantage of the provisions of the Ground Game Act and shoot ground game on the land of which they are the agricultural tenants will not be at home to do so this year. In these circumstances the duty of the shooting owner or tenant appears so much the more insistent to keep down the hares and rabbits within tolerable numbers. It is a year in which the farmer and the country generally can very ill afford to have any of the agricultural produce seriously damaged by the game; it is a year in which very little coursing or hunting with beagles will be done and therefore the horizontal transfer and the seriously damaged by the game; will be done, and therefore the hares need not be spared in order to provide for these sports; and finally, it is a year in which the food supplied by the hares and rabbits has more than its normal value. For all these reasons it is more than usually incumbent on the shooting tenant to see that the ground game is well shot down or otherwise killed, either by himself and his friends or, failing that, by the keepers

#### GAME-SHOOTING PROHIBITED IN FRANCE.

case at home is thus a difficult one, however. it is as nothing in comparison with the problem besetting the French owner, within what is called the war zone, of a sporting estate. The war zone is the district to which the special laws apply which have been framed for the country's better protection, and extends considerably south of Paris. In all that region the shooter if he has to traverse

shooter, if he has to traverse any public highway in order to get to his shooting, cannot do so gun in hand. In strictness, gun in hand. In strictness, moreover, it is incumbent on him to hand over to the authorities everything in the nature of a firearm which he has in his possession. The shooting of game is therefore under an possession. The shooting of game is therefore under an absolute prohibition. There are some estates in France, in the neighbourhood especially of those extensive woods which we see along the course of the Seine which abound with ground game The owner may terret and not as he pleases, but he must not shoot, and the trouble is that just at a time when all farm produce is of peculiar value, an absolute check has been imposed on the destruction of the species game which are the foes of that produce.



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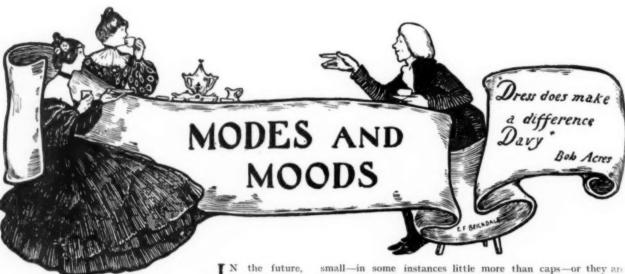
Gunga Dindigul on Cigars.

Yes, Sahib! My long years of association with the soldier-sahibs of the Indian Empire have shown to me why and wherefore my masters prefer the cigars Flor de Dindigul. And by Allah! these sahibs know good cigars. Hence, every evening when the purple light comes from the hills and the mem-sahibs light the lamps that burn the water-like oil, all over the compound, mingling with the distant cry of the jackal, I hear the call, "Din! Din! where are you, you rascal? Bring in those Flor de Dindiguls—quick!"



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when the history of the present phase of dress comes to be written, a landmark will be the lingerie touch. The demure and yet somewhat extravagantly shaped collar of white muslin finds a place in all manner of diverse schemes. As to the choice in these adjustable little fitments, words are wholly inadequate to describe either their attractions or their numbers. A favourite style boasts a high

collar, more or less on Medici lines, attached to a short square front or bib, and is de-signed to wear with coats or décollété bodices that are left hard. the muslin is used double throughout, the collar supports itself without extraneous any assistance and, one surmises, requires to be carefully laundered toward that end. A high upstanding pleat at the back that resolves into long roll revers in front is both uncom-mon and decorative, while coté à coté with these eminently picturneck esque adjuncts there is to be observed a chemisette with an uncompromisingly high close-fitting collar usually expressed in fine net and lace

or all lace. As long ago as last summer the thin end of the wedge was inserted for the revival of high collars. That it has been, and will be strength of the majority. It is undoubted. And, foreseeing this assured opposition, a considerable amount of tact has been exercised in offering the revival in various tempered forms, usually devised to leave the front of the throat bare. Immense efforts are being made to avoid the hitherto inevitable supports, and these have every appearance of being crowned with success.

Millinery modes call for considerable comment and, taking the designs all in all, for praise. There is, apparently, no medium as to size. Either the shapes are

small—in some instances little more than caps—or they are large. One of the first Parisian milliners has scored an unqualified triumph with a wide-brimmed sailor effected in velvet. This is worn at an angle, and so recalls a Gainsborough, and is, indeed very similar in type to the example shown at the top lcft-hand corner of the pictured trio. This graceful hat is of grey felt, and carries one of the tasteful mounts of corded black ribbon, poised nearly at the back. A significant amount of attention has been accorded these hat mounts, which, together with ostricles

feathers, wreaths and a plethora of quaint wing and quill fantasies, are finding the ready appreciation they so justly deserve. Perfectly delightful are some burnt pheasant tail feathers, long, graceful things that float enchant-ingly over a small velvet capote. The little soft velvet caps are sweet and incredibly light. One in a suède shade of velour had the close, up-turned brim wreathed with velchrysanthemums in the same tone; and a really infinitesimal black velvet cap had the strangest parti-coloured wreath, composed of small red damask and pink roses, a curious little eidel-weiss flower fashioned out of silver tissue, a sort of small clematis

small cle matts
with bead centre and foliage
entirely composed of small
shaded green beads. A
notably chic model, with extremely high, upturned brim,
on which the velvet was laid,
in flat, shallow pleats, was a
delicious harmony of corbeau
blue, the wreath of goura
feathers being dyed to exactly correspond. And, of
course, there is the Tipperary
cap—the craze of the season
—a quaint, saucy affair that
exacts for its best expression
a very rakish angle. The
young and spirited will doubtless essay the fancy with
marked success.

Black silk beaver has once again made a welcome appearance, and is responsible for a number of the most enchant ag models. The tricorne shown at the right hand of the group



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is of this beaver, beautifully modelled to produce a bold, effective silhouette, a cockade of coarse ribbed ribbon, either in black or tricolours, ornamenting one side. In the third and last suggestion, the cap with upturned brim, the whole crux of charm rests in *ligne*, the droop of the brim in front and the high sweep at the sides, both aiding toward that end, the ospreys floating either way having their stems held by a jewelled cabochon. There is no doubt at all that the millinery of the season has a charm that is above the cavilling of the most captious spirit.

that is above the cavilling of the most captious spirit.

In the amply equipped brochure they have just issued in connection with their autumn and winter fashions, Messrs. Gorringe testify to the great confidence they have in the generous upholding of their clientèle. True, they have arranged their dress campaign in strict accord with prevailing needs, and have consistently avoided the extravagant note. At the same time, they are showing many quietly chie creations. Ready-to-wear tailor-mades are a speciality, these ranging from a simple practical tweed, the coat arranged in full Russian style, the "Forteviot" by name (at 58s. 6d.), to the "Perivale." The latter is a

perfectly turned-out model, with tunic and skirt particularly graceful coat, considerably longer at the back than in front, the whole effected in coloured gabardere coating. Gorringe's evening dresses and demi-toilettes are likewise characterised by the most discreet and fine taste, while some significant emphasis is laid on the superior quality and style of the fur wraps of every description, an emphasis that carries weight with half a century's reputation for value at its back. The supreme attraction of the blouse section at this house all the world knows, and a considerable space is allotted in the brochure to that subject, the same department embracing those charming little robe gowns that are adding further lustre to the name of Gorringe wherever they go, and, as goes without saying, they travel very far and wide. Millinery, again, is treated in a thoroughly exhaustive manner, together with children's garbing, while an infinitely attractive corner pertains to ladies' outfitting in its fullest and most complete particular. This illustrated brochure can be had for the asking from Frederick Gorringe, Buckinghem Palece Road, S.W.

L. M. M.

## OUR INDIAN CAVALRY.

THE MEN AND THEIR HORSES.

HE great interest felt in the work of our Indian cavalry at the front makes the men and their horses a subject of especial interest at the present time. The present organisation of Indian cavalry dates from the period of the Mutiny. Before that time the cavalry regiments in the Indian Army were recruited from high caste Hindus for the most part and were, in their organisation and equipment, like the English cavalry of the line. These old Indian regiments had a full complement of English officers. They were mounted like the English cavalry of the line. mostly on Arab horses, and were equipped entirely by the Government of India. They were very smart and had done some good service in the past, but before the Mutiny broke out they had deteriorated in spirit and were almost, without exception, unfaithful to their salt when the Mutiny broke out. civil officer who was actually present at the outbreak at Meerut told me that he was passing through the cavalry bazaar at that station when the men attacked an English officer. My informant escaped by the speed of his horse and, his occupation gone, joined the Bengal Yeomanry Cavalry, a corps made up of all the civil, telegraph and other officers who had for the time lost This little body of horse did good service, and gained the name of the "bloody young cut-throats" from the English My friend told me one evening, when we were both stranded at a lonely dak bungalow on the frontier, how on one occasion he was serving with a column sent out to intercept some regiments. "We were," he said, "but the strength of a weak squadron. Opposite to us was regiment of Bengal cavalry dressed in the picturesque uniform of blue and silver. (My readers will recollect that this was the uniform worn by Colonel Newcome at the Levée). They were all mounted on grey Arabs and numbered some 500 sabres. In faultless order, as if on parade, they wheeled into line. Then the order came to us to charge, and we dashed at them, not without fears for the result of the unequal conflict. The regiment advanced at a trot, halted, wavered, turned and galloped away, and on that day the old Bengal cavalry passed out of the records of the Indian Army. These men were not, however, the true soldier horsemen of For many generations there were men of fighting races who had sallied forth with their horses and their swords to seek their fortunes. More than one such adventurous warrior had ridden and hewed his way to a kingdom. Of such men there were many in India, and they rallied to the English flag under the leadership of men like Skinner, Hodson, Probyn, Hugh Gough and others, born cavalry leaders. These irregular regiments were the forerunners of the splendid Indian light cavalry now in France. Hodson's Horse is now the 9th and 10th Bengal Lancers. Probyn's Horse is now the 11th Bengal Lancers. a regiment which added to its many distinctions only last week in France. These men are the true descendants of India's finest horsemen, and, as of old, they come with their swords and their horses to the service of the Indian Army and of the King. They are "irregular" cavalry men for the most part, of some birth and property, fine horsemen and consummate swordsmen, Other than their horses and their swords the Indian Government provide the rest of the equipment. But since not every man in these times can afford to buy a horse outright, the

regiment is mounted by a kind of regimental co-operative horse buying society called the Chanda Fund, to which all con-All ranks work together in order that the regiment may be as well mounted as possible. The days have passed when each man chose as well as owned the horse he rode. When I was in India, the remounts for Indian cavalry were bought by a deputation of native officers of the regiment, who attended the different fairs in search of suitable country-bred horses. Later the buying was done by a Government remount agent, and the quality of the horses declined. A remount buyer is always a bad buyer. However, in any case the recruit joining the regiment brought with him, say, a hundred rupees, received a horse, and paid the remainder of the price by monthly deductions from his pay. The price averaged about three hundred rupees. If the horse was wounded or killed in action, the Government repaid its value to the Chanda Fund, and the sowar received a new horse without further payment. Some regiments manage their Chanda Funds better than others, or are more fortunate. These are able to give a rather higher price for their horses. The majority of horses are country-brec's, but there are some Australian horses employed. As the troopers are the descendants of the famous horsemen of India, so their horses are in a sense the descendants of the horses ridden by these soldiers of fortune. The country-bred horse of India is not indigenous, but comes from imported stock, and is the result of a blend of the horses of Northern Asia, and of the Arabs which formerly came from Aden, and, in later times, by way of the Persian Gulf, have poured into India. The Indian horse degenerates unless every three generations or so it receives a fresh infusion of Northern and desert blood. Some years ago the Indian country-bred had degenerated There much. was a scarcity of remounts not only for English, but for Indian cavalry, and I can recollect when the horses of our Indian light cavalry, except in Bombay, where Arabs were used, left much to be desired. But the Government was already at work, and efforts were made in the best horse-breeding districts to improve the countrybreds. In 1885 I was on the Punjab frontier, and my duties took me frequently to Dera Ghazi Khan, which is one of the best horse-breeding districts in the North of India. There were some excellent mares in the locality, and the Government sent in a number of thoroughbred and Arab stallions. Unfortunately, they also sent some of the brutes known as Norfolk trotters-horses with action like a wheelbarrow, round in front and stiff behind-and these did some harm. English and Arab horses, however, did well. It was possible even then to see the improvement. I was often with that fine regiment the 5th Punjab Cavalry, and a visit to their lines showed how far superior were the horses recently purchased to the older stamp. The English and Arab stallions were not alien blood to the local mares, and nicked well with them. Even better were the horses of the 11th Bengal Lancers. This regiment (Probyn's Horse) bred a number of their remounts on their own farm at Probynabad, where they had 12,000 acres. This farm, established in 1866, began with march purchased from the old Government studs and from General Parrot. These mares had in them much English thoroughbro



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blood, and the officers were careful only to use stallions of good English and Arabian stocks. They breed their horses to a type, and they are in quality and conformation all that could be desired for light cavalry work. I think this improved countrybred is better than the Australians. They are of fair size and weigh more; weight, as the Royal Commission on Horse-breeding in India remarked, being an excellent test of a troop horse. Thus the Indian country-bred, with English and Arab blood grafted on picked mares, is one of the best cavalry horses in existence-not too big, but quite large enough for successful shock tactics when required.

#### HORSEWAYS. ESSEX

HEN John Gerrard, late in the sixteenth century, went a-herbarising in North Essex he found, one autumn day, what he called "the crosswort gentian," probably the "the crosswort gentian," probably the autumnal gentian, growing in "a pasture at the west end of Little Rayne, on the north side of the way leading from Braintree to Much Dunmow, and in the horseway of the same close." These "horseways," in spite of agricultural changes, are still characteristic of the district, especially in the parish of Felstead. Felstead abounds in "greens" or small "commons." There is Pye Green and Banister Green and Bartholomew Green, "Bellamy" Green, and several more. These pronounced These commons are often connected with one another, or with the high road, green lanes or "horseways." There are many such thoroughfares in the parish of Felstead. These are not sandy lanes like those which Crabbe describes in the neighbourhood of Aldeborough, nor lanes with high, precipitous banks covered with moss and ferns and wild flowers which are so delightful a feature of the county of Devon; but simply grassy thoroughfares, bounded on either side by hedgerows, and running, sometimes for miles together, from one hamlet to another, or, it may be, to the more distant fields of some sequestered farm. Very attractive are these fields of some sequestered farm. Very attractive are these Essex horseways, along which one may wander for long distances without meeting a fellow-creature, unless it be a labourer on his way to work or a carter with his team of In winter-time, no doubt, they are somewhat wet and sticky, or even swampy; but with the approach of spring, when the skylarks are rising from the growing corn and making melody at the gate of Heaven, there very fascinating in these lonely lanes. The tall hedgerows—left untouched for years together, so that branches of elm and hazel, of ash and willow, of maple and hawthorn, often meet overhead—are just bursting into leaf, and the smaller birds are seeking their nesting places. Like the hedgerows the grass of the lanes is seldom cut, and wild plants put forth their blossoms and ripen their seeds undisturbed. Sometimes an interesting plant is met with. I know a lane where the sulphur-coloured clover grows, a rare and local species, confined in England to the Eastern Counties. In another lane the bee-orchis is to be found; in another, a fine patch of the beautiful rock-rose, a scarce flower in the neighbourhood. Such plants as agrimony and knapweed are, of course, common; but perhaps the characteristic species of the Felstead lanes are yellow melilot and the wild chicory. It was doubtless in September that the good Chirurgerie" came across the gentian in the horseway at Little Rayne. This last September I strolled down the same green thoroughfare, but I searched for the plant in vain. This may seem perhaps not altogether surprising, since it is over three centuries since old Gerard passed that way but in a lane about a mile distant the autumnal gentian was in flower. In their autumn dress the shrubs and saplings that lined the way looked at their best. I was struck with the wealth of colour which they displayed. Not only had the foliage of the dogwood and the guelder rose assumed a deep purple hue, which contrasted finely with the yellow tints of the hazel; but the fruits and berries were making A whitethorn tree was literally aflame scarlet haws. The hips of the dog rose a handsome show. with thousands of scarlet haws. were hardly less numerous. Blackberries abounded. Hazel nuts were plentiful. The berries of the guelder rose hung in coral-red clusters from the purple branches. The wild cornal, or dogwood, was very conspicuous all along the hedgerow, alike by its foliage and its dark purple fruit. Masses of wild clematis covered the bramble bushes, well meriting the name of Traveller's Joy, happily given to it by Gerard. Here and there a crab,or wild apple, tree stood beside the lane. loaded with ripe fruit, the intensely acid nature of which has long since passed into a proverb.

At one point the green lane passed through a copse, The moment I entered the little wood the harsh notes of a jay grated on my ears, as with laboured flight the beautiful made for the open country. Then, with much noise and confusion, a couple of pheasants rose from the underwood, and some wood-pigeons with loud clapping of wings hastily In April this copse is the home of the East Anglican primula-the true oxlip, or Bardfield oxlip, as Darwin called It is a choice species, and lends distinction to any spinney by its presence.

It cannot be claimed that these Essex horseways have many historical associations. But the lane down which wandered led to the ruins of Leigh's Priory. The dissolved The dissolved priory was granted by Henry VIII. to Lord Chancellor Rich, the founder of Felstead School, who pulled down the monastic buildings and built himself a stately dwelling-house. This Tudor mansion was afterwards the home of Mary Rich Countess of Warwick, one of the "devout women" of the time of the Commonwealth and of the Restoration. Another called Leigh's Lane-for it leads to the same beautiful sitewas a favourite haunt on the illustrious naturalist, John Ray when, in his old age, he lived in the adjoining parish of Black Several times is this lane mentioned-Notley. Several times is this lane mentioned—as the locality of some interesting plant—in his "Synopsis of British Plants." which may fairly be regarded as the original of all English "Floras." One other green lane must be mentioned. It "Floras." One other green lane must be mentioned. It is situated in the parish of Felstead, about two miles from Leigh's Priory, and is known as Cromwell's Lane, from the tradition that down it a company of Cromwell's Ironside-passed on their way to Colchester. This lane, too, I visited It was so overgrown with brambles and brushwood that it was with difficulty I made my way along it. Very peaceful did the spot appear in the stillness of a September afternoon, with the bright sunshine lighting up the rich autumnal foliage. It was not easy to imagine the stress of the countryside during the dark days of the Civil War. as, from the shelter of the horseway, I watched a covey of partridges in the stubble field beyond.

JOHN VAUGHAN.

#### FOR TOWN & COUNTRY

PLAYING CARDS FOR THE TROOPS

RGENT appeals for games, and more especially for packs of cards, for our soldiers and sailors are being made in various quarters, and are being, on the whole, well responded to. But while a set of draughts or chessmen is none the worse for having een pre vious use, it is a poor compliment to the men to whom we owe so much to send sticky, dirty playing cards, especially when new ones are within the reach of everyone. An excellent card recently introduced which has found great favour with our men, both in the North Sea, in the treaches at the front, and also in homes and hospitals everywhere, is the "Hullo, Daddy," so called by reason of the smiling youngster on the back, issued by Messrs. A. W. Ford and Co., Limited, of Bristol. Tens of thousands of packs have already been sold, and so much has the demand increased since the war that it is difficult to meet it. Our readers may be assured that few general presents will be more welcome to our troops than half a dozen packs of "Hullo, Daddy's," obtainable for a shilling apiece; while for special purposes the publishers are issuing a dainty "Edition de Luxe" at 28, 2d., both editions being post free.

With reference to the recent campaign against German and Austrian employés in English hotels, we have much pleasure in informing our readers that they will find none at the Alexandra Hotel, Hyde Park Corner. The directors of this hotel were among the first to make a clearance of alien enemies on their staff and since their directors. staff, and since their clientèle is mainly English, including as does very many of the best known county families, it is intended that they shall not be annoyed at the present crisis by the presence of German servants.

#### CLEARING PROVINCIAL HOTELS.

The alien enemy in provincial hotels affords, in the case of coast towns, an even more serious menace than in London, and coast towns, an even more serious menace than in London, and it is satisfactory to know that he is being summarily ejected. We have recently received a letter from Mr. Thomas, the manager of the Glasgow and South Western Railway Company's hotels, which will be reassuring to those who meditate a winter golfing holiday at Turnberry, stating that at none of the hotels of this company, which are as follows: St. Enoch Station Hotel, Glasgow; Station Hotel, Turnberry; Station Hotel, Ayr; and Station Hotel, Dumfries, are there any aliengements employed. enemies employed.

#### ROYAL EXCHANGE ASSURANCE.

Owing to the considerable increase in the business of the above corporation, and to the fact that for some years pass accommodation has had to be found for some branches of the fire department away from the head office, the directors have acquired the freehold of No. 11, Cornhill, E.C., and now purpose to concentrate the whole of the fire business at that address.

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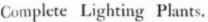
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# RACING

N last week's notes it was suggested that under existing circumstances it might be advisable for owners of stallions commanding high fees for their services to reconsider the situation as between them-

selves and their subscribers. Since then I have received a good many letters on the subject. To some of them I hope to be able to refer later on. To one of them I now do refer, because-I am, unfortunately, not permitted to say by whom this particular letter was written-the writer of it tells me that, far from lowering their fees or offering to meet subscribers' convenience in any way, some - the name of one is given-owners of stallions of this class are actually raising the fees demanded for their services. Such a proceeding is almost incredible; it is certainly difficult to understand, and, to say the least of it, seems to border closely upon folly. The making of a stallion is a very serious undertaking, the maintenance of a made stallion no light matter. Both are largely dependent upon public patronage. It is true enough that, owing to the high prices readily forthcoming in the last few years for fashionably bred yearlings, subscriptions to even the highest fee'd stallions have been eagerly taken; but for the time being, at all events, such prices are in abeyance, and likely to remain so in the opinion of a good many people. That being so, the average breeder is bound to fight shy of paying heavy fees for the services of a stallion, for the simple reason that he cannot well hope to recoup himself for his outlay and risk by the sale of the produce. Taking, indeed, the average

risk of a mare proving barren. current expenses and the further risk of accident account, a breeder having taken a nomination to a stallion standing at, say, 300 guineas, could not well afford to sell the resulting yearling at anything under 1,000 guineas, and even at that price the margin of profit would be narrowhardly worth playing for—but even such prices are likely to be few and far between for some time to come. Breeders will, therefore, prefer to exercise their judgment in the mating

of their mares with well bred but comparatively inexpensive stallions, a state of affairs by no means undesirable, if only for the reason that it will in all probability tend to diminish the excessive in-breeding which, although productive now and again of a racehorse of phenomenal excellence, does undoubtedly tend towards the production of stock unduly nervous, highly strung and weak of constitution. Be this as it may, this is certainly not the time for owners of stallions to think of raising their fees; they might, too, bear in mind that when Stockwell's fee was raised breeders promptly left the horse alone, although then at the zenith of his fame as a stallion. His owner was

consequently obliged to "fill" the horse with mares of his own, with the result that there was a great falling off in the quality of the stock, and that the horse did not regain the full measure of his success until

asked for his services brought of the fee a reduction Owners of stallions may, howpublic breeders in again. ever, be presumed to know their own business, and at that I leave the subject, repeating, nevertheless, the suggestion that they would do well to consider the interests of breeders in general as far as they can. Apropos of what I have just said about Stockwell, I may, perhaps, mention that when his fee was raised to 200 guineas he had just placed behind him a season in which two of his sons-Lord Lyon and Monarch of the Glen-had been placed first and second in the Two Thousand Guineas; the three first places in the Derby were filled by Lord Lyon, Savernake and Rustic all got by him; and by way of a wind-up, Lord Lyon and Savernake had finished first and second in the St. Leger. This notwithstanding, public breeders would not stand the raising of his fee, and from that moment his fame as a sire steadily diminished until, four years later, his fee was reduced to 75 guineas, when forthwith he proceeded to get Doncaster and Gang Forward.

The season being now so near to its end that little change is likely to take place in the positions respectively occupied by the leading sires, we may as well—the December sales in view—see what some of them have done. Polymelus cannot now be deprived of his position as the champion sire of the year, nor

can it be denied that he has well deserved his honours, for he has given us seventeen winners, among them Black Jester, winner of Leger, the St. and in all probability the best of the three year olds, to say nothing of the two year old Pommern, considered by many good judges to be pretty nearly, if not quite, the best of the two year olds. Polymelus himself is by Cyllene out of Maid Marian, nor have we to look far to find another successful Cyllene sire-Cicero, fifth in the list of winning sires,



A. Rouch. MR. H. V. MISA'S RAGTIME KING. Copyright.

Winner of The Guy Fawkes Handicap at Windsor, on November 7th. Mr. Misa is fighting with the 2nd Dragoon Guards (Queen's Bays).

and able to claim paternity of His Majesty's good two year old colt, Friar Marcus. Cyllene is, too, the sire of Comus, sire in his turn of Mr. E. Hulton's promising two year old, Buskin—a gelding, more's the pity, for he is, in fact, remarkably well bred. Next to Polymelus in the list of winning sires comes William the Third—fee, 400 guineas—a trifle lucky, perhaps, to be where he is, for a large proportion of his winnings—8,615 sovs. out of 19,794 sovs.—stand to the credit of Trois Temps, a colt fortunate himself in having been able to win such a valuable prize as the Jockey Club Stakes. William the Third has no two year old of much class; but Sundridge, third

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in the list, is the sire of Lady Josephine and Silver Tag, the latter by far the best of her sex and age. Most of Sundridge's stock have, indeed, the gift of speed; most of them are, too, animals of singularly kind and honest disposition, and I have no doubt that these same Sundridge mares will make their mark at the stud. Such two year olds as Cattistock, Barbed Wire and Plucky Liége have done service for Spearmint; so, too, have the three year old First Spear and the four year old The Curragh, but this good horse has yet to give us a colt approaching what he himself was as a racehorse. Cicero I have already mentioned; next to him in order of precedence comes Your Majesty, whose expatriation is the more to be regretted that, apart from what his three year old daughter, Princess Dorrie, has done, he has left behind him a very promising two year old in the shape of King Priam.

For Desmond, the three year old Hapsburg, winner of well over 7,000 sovs., has done well; but his two year olds have been disappointing, particularly so if we take into consideration the prices paid for some of them—such, for instance, as Desmond's Hope, 6,100 guineas; Demeter, 5,000 guineas; Queen Desmond, 5,000 guineas; Dessant, 4,200 guineas; and Devon, 4,200 guineas. Santoi is now seventeen years old, but has a good two year old filly to his credit—Lady of Asia, her dam Lady Desmond, by Desmond out of Bentesta, by Ben Battle—breeding worth noting by owners of Desmond mares. Eager, a singularly beautiful horse in his day, is dead, and had no two year old winners this season; but the three year olds, Sir Eager and Wassilissa, respectively winner of 3,471 sovs. and 4,005 sovs., served to remind us of him. Chaucer, a grandly bred horse,

by St. Simon out of Canterbury Pilgrim, ought to have done better, but he is only tenth in the list, and is poorly represented by such two year olds as Dragoman, Lutea and Poet's Corner. The last stallion to receive present notice will be Colonel W. Hall Walker's young horse, White Eagle, by Gallinule out of Merry Gal, to whose credit it is that he has half a dozen winning two year olds, among them Let Fly, whose memorable battles with Lord Cadogan's Redfern have formed such an interesting feature in this year's racing.

By all who knew him, the news of the death of Mr E Alexander on the 5th inst. will have been received with feelings of very sincere regret, for no kindlier gentleman or truer sportsman ever breathed. In almost every branch of sport he took a keen and active interest, and his hospitality was unbounded. He was, too, a most knowledgeable farmer and his "Polled Angus" were well known. It was on the death of his father, Mr. Caledon Alexander, that he re-registered the family colours dark blue, white sleeves, black cap-colours always carried by horses of his own breeding, with the exception, I think, of Son of a Gun, purchased when the late Duke of Beaufort's horses were sold in 1894. For a few years Mr. Francis Alexander's horses were trained at Kingsclere, but none of them was of any account. In 1901 Abbot's Anne, a useful two year old, won four races in succession, and Throwaway, another two year old by Rightaway, picked up a couple of races. Throwaway subsequently won the Liverpool Autumn Cup and the Ascot Gold Cup. with Zinfandel and Sceptre behind him, and was the best horse ever owned by Mr. Alexander, who had been a member of the lockey Club since 1894. TRENTON

# AGRICULTURAL NOTES.

#### THE BREWERS' EXHIBITION.

Y many this is considered to be merely a trade show, yet the manner in which agriculture is mixed with c is quite surprising. In normal years there are approaching a thousand agricultural exhibits. This year it was resolved to drop "the trade "section of the show and proceed with the various competitions. there were 133 samples of malting barley, 107 of hops, 206 beers and 54 of cider and perry. It will be well for the English producers of beverages to keep an eye on the constantly increasing number of entries in the Colonial wines, which numbered 130. From a maltster's standpoint there were no ideal barleys this year. Each season brings its special characteristics, apart from its being a mere Chevalier or a Goldthorpe year. feature of this year is the thick, blankety skin of the grain. In this respect the majority of the exhibits resembled Bere or winter barley. Happily, maltsters and brewers are not so insistent now on thin skinned barleys as they formerly were, and undoubtedly some of these stouter barleys make excellent malt from which good beer can be brewed. Yet the Burton brewers still like that pale, delicate amber in the grain for the production of their pale ales.

This has been a droughty season in many parts, but that it was unaccompanied by intense heat was shown by the entire absence of steely samples. But, still, one feature of drought years came forward this year; it was, that the majority of prizes went to seaside counties, very few of the inland counties obtaining recognition. Very little information could be obtained as to the value or otherwise of the use of artificial manures, and where these were used they were mostly speciality or proprietary brands rather than of home blending. In carefully going through the list it would appear as though the users were right as regards this, as only one of the single manures did anything in the chief honours list, whether their main constituent was nitrogen, ammonia, phosphate or potash. Thus it would appear that barley needs a complete manure or none at all; in fact, the latter came out best.

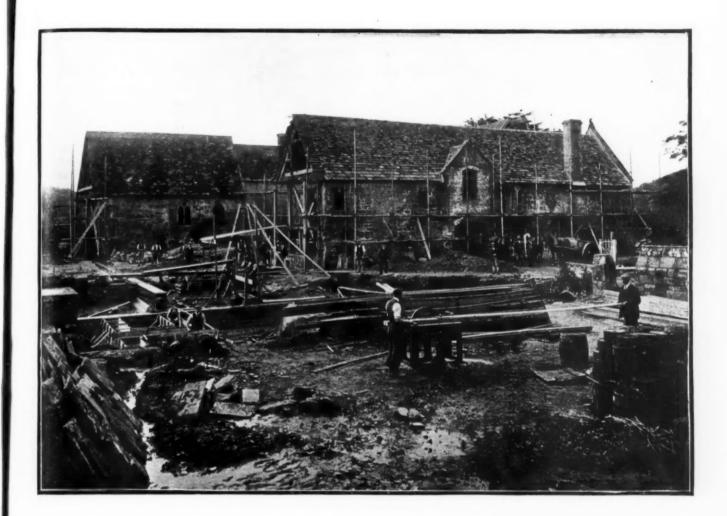
The champion barley was grown at Brancaster, Norfolk, by Mr. W. Porter, after roots following oats, no artificial help being given. It was a rather bold barley, and the value of the constant selection practised by Messrs. Webb was shown in the fact that it was of Webb's Kinver Chevalier variety. This variety was otherwise very successful. The reserve champion was grown by Messrs. Webb, Son and Coombs, Limited, Combs, Stowmarket, the variety being Page's Chevalier. A curious feature about this barley was that it followed two

previous crops of barley, the exhaustion of the soil being overcome by artificials. According to all the laws and theories
of barley growing, this barley should have been of very fine
quality in the skin, but it was not, and once again abundant
evidence was forthcoming as to how readily season can upset
theory when the latter is put into practice. The third prize went
to Mr. Aldwinkle, Stamford, Northants, for Webb's Chevalier,
grown without artificial help following a previous crop of
mangolds after barley. Thus it would appear that if the land
is left in good heart after a previous root crop, such as mangolds,
which would hardly be folded off by sheep, the best barley
can be grown.

The Somerset growers in that favoured district around Porlock did not get in the money this year, though they were in the barren mentions. In the Goldthorpe class a slightly thicker skin was anticipated, but on some of the exhibits it was a veritable hide. Here again the chief award went to a seaside county; it was grown by Mr. J. H. Barnes, All Hallowes, the variety being Plumage, very similar in appearance to Standthis was grown without artificial assistance, after wheat following potatoes. The third prize was grown in Kent at Meopham by Messrs. French, after oats following peas, no manure being used. Herefordshire usually scores very heavily in the Goldthorpe class, yet second only went to it, this being taken by Mr. J. H. Sainsbury, Overton, for Gartons' Standwell, grown after barley following roots, a little phosphate being used. Early or late sowing did not appear to control results, as it does in some years. Evidently barley growing this year progressed on lines entirely its own. The general opinion of the experts was that this year's barley would be more suitable for a beer malt than an ale malt. One might naturally expect a good demand for malting barley in war time, but trade was dull.

It is rather singular that the prices of hops are not higher with such a magnificent lot as is shown to have been grown this year. They might well be described as perfection. They were grand in the cones, of the finest fragrance, and just a squeeze coated one's fingers with lupulin; and as to the colour. it apparently did not matter where they were grown, whether in the gardens of Kent or the yards of Worcester. Thus Captain M. G. E. Bell, Bourne Park, Canterbury, was placed champion with a grand pocket of East Kent Goldings, suitable for the very finest pale ales, the reserve champion being Mr. E. G. Shew, Banbury, Ledbury, with Bramblings. It needed experienced to tell which was best. In the beer section the tendency is for the judges to turn in the direction of the lighter and more

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palatable ales, and opinions were freely expressed that the English brewer would have to turn his thoughts more to the production of lager than he has been doing in the past, especially now that imports of these have ceased. There yet remained another section in which the West of England farmers especially were interested; that was the cider. A notable feature was the sharp decline in the merchants' exhibits, while the farmers fully maintained theirs.

It was a pity that Devonshire was so inadequately represented, as the majority of its exhibits were very palatable. It is more and more evident that cider judges generally are setting their faces against those heavy, rich syrupy ciders that formerly found favour, and are turning more to those of a drier, even "brut," type. It is well known to be much more difficult to produce a fine dry cider with some semblance of body in it than it is to send a sweet one to exhibition. The cask classes have been weaker for some years, as it is difficult to produce a cider a year old that will stand transport and speedily settle into form for an autumn exhibition. It testifies to the value of the National Cider Institute at Long Ashton and its investigations into yeasts that many ciders which a few years ago, on taste alone, would have been discarded as being "faked" are now kept in the competitions. One of these yeasts-a most elusive one-is known to impart a baked apple flavour. championship went to beautiful cider sent up by Mr. H. J. Davis, Sutton Montis, Somerset. It was full, rich and yet dry, and poured out like liquid amber. For the first time since the cider section has started, the judges were unanimous in awarding the chief honour.

## THE NATIONAL PONY SOCIETY.

HIS society has once more made good its title to the name "national," which it assumed a year ago. At the recent meeting of the council it was determined not only to hold the society's own show in March so far as that show would serve to encourage pony breeding, but also to grant the usual subsidies, premiums and medals to those affiliated societies which were willing also to hold their shows. This step is both wise and patriotic, for it is most desirable that there should be no relaxation in our endeavour to breed ponies. The valuable discussion which took place at the meeting at Hanover Square on Thursday and Friday last showed how great is the value of the pony and the small horse at the present time. In fact, the impression left on my

mind by the discussion was that the day of the big horse for the majority of cavalry regiments is passing, and that we shall revert to the old division of heavy and light cavalry, the mounted on horses not over 15h. 2in. and often much less in height. The conclusion is forced upon us both by our own experience as recorded by officers at the front and that of their cavalry. The big horses, being used only for shock tactics (opportunities for which rarely occur), must be kept near their supplies. The value of shock depends on the condition of the horses, and this depends on the quantity and quality of the forage. But another reason has made itself felt for the use of small horses. The big horse is of little use, nor is he likely to last long unless he has been thoroughly trained. It is the opinion of the officers of our Household Cavalry that a horse for their work, in order to have the full use of his limbs, requires a year's training before it is fit for the ranks. But in war time we shall soon have to have recourse to partly trained horses, and the small horse is much handier. When untrained it learns its work more quickly as it goes along, and thus lasts longer. The pony-bred horse, which, like the polo pony, is a blend of thoroughbred and mountain blood, is the best all-round trooper in the world. If less perfect in one direction, it is more versatile and adaptable than its bigger relatives.

But it is not only the small horse of pony extraction which was shown to be of value. The mountain and moorland committee received valuable reports from officers as to the actual work of established breeds of ponies. For example, the Scottish Horse and Lovat's Scouts are largely mounted on Highland ponies, and prefer them for cross-country work to any others. An officer on the Staff also noted the growing demand for ponies, especially of the Fell or Highland type, for carrying packs, ammunition or machine guns. The excellence of the Highland pony as a weight-carrier over rough ground was much dwelt on, as the encouragement of the Highland pony was the topic under discussion. But I have no doubt that other breeds would be as useful. Such ponies as the Welsh cob of miniature carthorse type or the New Forest truck pony would be invaluable for such work. There was a general feeling, however, that the great obstacle lay in the Government system of buying, and that all the elements of incompetence and corruption were almost as rife as in the South African campaign. Fortunes now, as then, will be made out of the country's necessities. But, at all events, the National Pony Society, by the information it has obtained and the encouragement it is giving at a time when the society feels the pinch as much as any public body, is satisfactory, and the council can afford to wait with confidence now until our ponies and small horses have their full place in our national schemes of horse-breeding.



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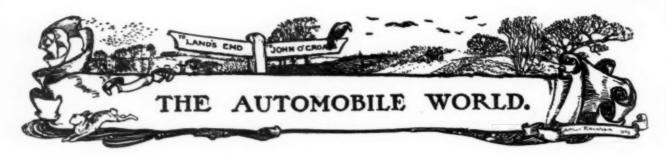
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of firms who have actually built motor formes requirements of the War Department's subsidy scheme. The CR. type is designed to carry 3-ton loads under military conditions, and corresponds generally to a 5-ton industrial vehicle. The CL. type comes under Class B of the War Department's scheme to carry 30cwt. loads under service conditions, but is suitable for loads of about 3 tons in commercial work. A number of these vehicles of both types are at present rendering valuable service in the transport and supply columns. A large number of 1-ton Wolseley lorries are also being employed for similar work, while specially designed military vehicles have been fitted up on the 16—20 h.p. car chassis to form light and fast lorries primarily intended for the rapid transport of material, but capable of being transformed easily and promptly into passenger-carrying waggonettes. loads under service conditions, but is suitable for waggonettes.

This firm have also supplied large numbers of their ordinary touring cars to the War Office for use in connection with military operations and services, and a consider-able fleet of 30cwt. Wolseley lorries has

operations and services, and a considerable fleet of 30cwt. Wolseley lorries has gone out to the Russian Government for use of their Army in the field. At the present moment the immense factory at Adderley Park, Birmingham, is very busily employed in turning out further supplies of motor vehicles of various types to the order of the military authorities, but, naturally enough, detailed information as to the work still in hand is not at the moment available for publication.

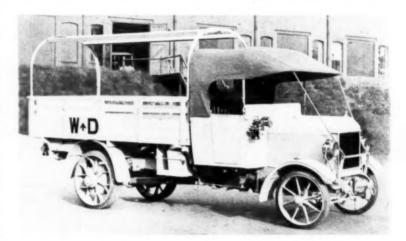
available for publication.

In the early days of the war it quickly became apparent in London that a certain class of motorist was taking advantage of the fact that the police were too much occupied with other matters to devote their usual attention to the control of traffic. Cars were driven in the streets and parks at a speed and in a manner which would never have been tolerated during normal times, some of the most conspicuous offenders being drivers

who seemed to think that the possession be an "O.H.M.S." or "W.D." sign was sufficient by them of any excess

The Commissioner of Police has now issued a warning that as a result of the increase in the number of fatalities the that as a result of the increase in the number of fatalities the discontinued police traps have now been re-established, and that cases of negligent or inconsiderate driving will be dealt with in the most stringent manner. Thus ends, for a time at any rate, the hope, felt by many motorists, that police trapstemporarily discontinued through sheer necessity might be found in the light of experience to be really unnecessary. Drivery were placed, in a sense, upon their honour in the early week-of the war, and the experiment enforced by the burden of work of the way, and the experiment embedded by the batten of works suddenly placed upon the police has, through the action of some of their number, not proved a success.

The mischief of it is that the experience of the last few months has convinced the Commissioner of the futility



A WOLSELEY CR. TYPE LORRY.

of the "contention often advanced that the timing controls of the "contention often advanced that the timing controls are unnecessary for the protection of the public and are merely vextitious." We quote the words of his notice to the public, which goes on to state "The record of fatalities seems to dispose of this contention, and the controls have accordingly been re-established." Motorists, in fact, have been tried, and in Sir Edward Henry's opinion have been found wanting, and for this result, one which may have farreaching effects, motorists have to thank that type of driver which from the earliest days has been the worst enemy of automobilism. automobilism.

The Rolls-Royce firm inform us that a very large number of their cars are at present being used for duty with the Head-

quarters Staffs of the British and French armies at the front. In spite of the neglect which is inevitable on active service, the drivers often having little time even for sleep, the cars are giving the greatest satisfaction and doing ex cellent service. The company is following its usual practice of introducing improvements as they are required and only after exhaustive trial. As in past years, there will be no new model to be introduced during the winter, but we may mention the fact that since the last exhibition at Olympia no fewer than thirty-five improvements have been made in the standard Rolls-Royce chassis, and a further batch of alterations are now being tested.

The darkness of the London streets and the cutting down of car lighting to a minimum have made driving after sunser a very unpleasant and somewhat risky business. The pedestrian and the cyclest are the chief sources of danger, but neither seems aware of the significance to themselves of the altered conditions



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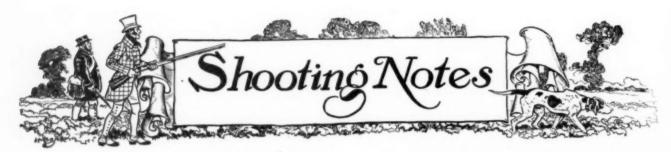
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### THE FEEDING OF PHEASANTS IN WAR TIME.

has been rather a nice point of conscience with some owners of covert shoots this season to what extent they were justified in feeding pheasants with the corn which it was at one time feared might be very badly needed to supply human wants. On the outbreak of war we heard of some who gave immediate orders that all their pheasants should be netted, killed and put in cold storage. In some cases this was done in defiance of game laws at a season when the birds be netted, killed and put in cold storage. In some cases this was done, in defiance of game laws, at a season when the birds were so small as to be of little value for food. At the other extreme were those people who have gone on feeding their pheasants, just as if it were a time of piping peace, right up to the present date of covert shooting. The first named, who killed off their young birds, have probably repented of their excessive haste, since it has been proved that the cost and value of corn are since it has been proved that the cost and value of corn are not, at present, going to be enhanced to anything like the figure expected. The majority have steered a middle course of compromise. They have kept on their pheasants, but have cut down the corn bill very considerably, and luckily it has been such an extraordinary year for wild fruits, acorns, berries and all that kind of sustenance which the pheasants love, that they have been able to pick up much of their own living. have been able to pick up much of their own living. Probably fewer pheasants than usual will be shot, although it has been such a good year for them, but it is curious that there is comparatively little market demand for them.

One dealer in the Midlands attributed this to so many of the heads of families having gone soldiering and only the women being left, who, he said, can "live very well on bread and butter and tea." There may be something in his theory, but it is possible that the more true explanation would be that there is less money in most families to spend on such luxuries as pheasants.

### WILDFOWL DECOYS IN THE FRISIAN ISLANDS.

correspondent Swedish sends account of wildfowl decoys in the neighbour-hood of the Frisian Islands, north of the Heligoland Bight, which, in view of the position of our Grand Fleet, is of more than usual interest. "About the beginning of September vast numbers of wild duck of various kinds begin to arrive in the Frisian Islands from Russia and Scandinavia, and there, in the vast lagoons and tracts of marsh, they remain vast lagoons and tracts of marsh, they remain until driven further south by severe winter weather or until the time comes round for them to return once more to their summer quarters in the North. Many schemes were no doubt concocted in order to take heavy toll of these temporary visitors, but no satisfactory result were to have been wired. factory result would seem to have been arrived at until the Vogelkoie was introduced, and such was the success attained by this method of capture that practically no alteration in connec-

tion with its construction or working has been made since it was

introduced a great many years ago.

Only in the most remotely situated places are decoys found, and they are always of course in convenient proximity to the natural haunts of the duck. On the side of the large island of Sylt, well sheltered by the dunes and exactly where these merge into the marshlands, there are two. During the catching season the Vogelkoien enjoy the protection of the law, and within a distance of two kilomètres no gun may be fired or other disturbance caused. The area devoted to one of these decoys is usually from seven to twelve acres in extent. In the centre a pool or basin has been excavated, and the soil thus obtained has been utilised for making the high bank which surrounds the whole. This bank stands at a considerable distance from the pool, which is well protected by the dense growth of trees—willows, poplars, alders, etc.—planted in the intervening space. To each Vogelkoie some sixty or eighty decoy ducks are attached, and the movements of these birds are controlled by a professional who lives in a well concealed hut near the pool. By him they have been caught when quite young, and in his hands—and his hands only—they have gone through a long and careful course of training, until they are at length allowed to fly about in the neighbourhood. This man has completely

tamed them and has accustomed them to obey certain signals; he has also fed them ever since they came into his pos No small amount of trouble and care attaches to the ed education No small amount of trouble and care attaches to the education of these birds, and so shy and suspicious are they by nature that the smallest mistake in their treatment will make them hand-shy. At each corner of the pool—which, like the enclosing embankment, generally forms a square—there is a channel which curves away into and terminates among the surrounding undergrowth. From the opening, where the width is about twelve to fourteen feet, these channels grow gradually narrower and shallower, and for at least four-fifths of their length they are covered over with strong netting, which is made fast on one side to a bank of earth and on the other to piles driven into the ground. At intervals palisades of reeds about six feet high run diagonally, so that behind them the decoy-man can move without being seen; while should he wish to do so he can pass through them to the edge of the water. After the beginning of the season he is pretty well tied to his post, more especially when wind and weather are favourable. His tame ducks make when wind and weather are lavourable. His tame ducks make frequent flights in the neighbourhood, returning to their quarters accompanied by many of their wild brethren; and then his principal work commences. Well concealed among the trees and undergrowth, he attracts his ducks towards the channel which he considers the most favourable in accordance with the direction of the wind, by throwing them handfule of grain and hy which light in ways to

handfuls of grain and by whistling in a way to which they have long been accustomed; the wild birds follow, and when the latter have proceeded sufficiently far along the net-covered portion of the channel he shows himself between them and the entrance. They then hurry to the place of execution at the inner end, from which, before giving them the coup-

de-grace, the man slips out the decoys These Frisian Vogelkoien are situated amid picturesque surroundings and are of considerable age. Thus, in the neighbourhood of Klapperholtdael, on the island of Sylt, there is one which was constructed in 1767 at a cost of 10,000 marks. This is one of the largest of its kind, and the comparatively high cost was due to the fact that a special dam had to be built to protect it from the sea. It is an interesting experience to visit this solitary spot behind the old village of Kampen, to see the gnarled and twisted trees and the thickets of reeds and willow that smother the paths and palisades, all reflected in the calm waters of the little loch, where the decoy ducks swim to and fro or lie huddled together, on the banks. Close by rise the the decoy ducks swim to and fro or he huddled together on the banks. Close by rise the great dunes, their bases clothed with coarse grass and birch scrub. The thunder of the surf from the west side is ever audible here; but to the east marshy meadows extend away to the sheltered waters beloved of the fowl.

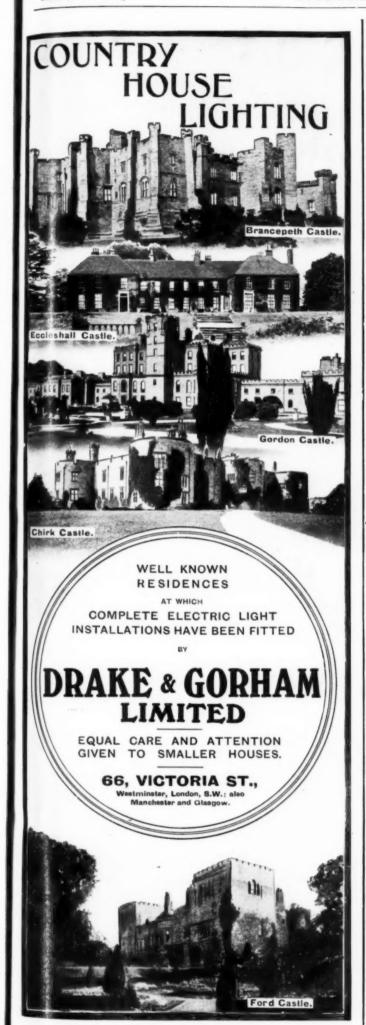
the sheltered waters beloved of the fowl. The whole place is undermined by rabbits, which may be seen running about in every direction or basking in the sunshine. The number of ducks caught here is not so large as it used to be. In 1841, for instance, 25,224 were captured, but nowadays the annual bag is between 3,000 and 4,000. At one time on the island of Föhr as many as 2,000 ducks used to be taken in a day, while 600 or 700 was quite common. Now there are more Vogelkoien, and, perhaps. there are not so many birds; nevertheless, the three decoys on Sylt, the six on Föhr and the two on Amrum together yield at least 50,000 ducks a year." least 50,000 ducks a year."

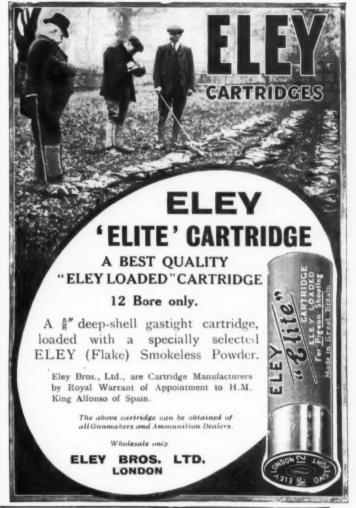


readers will like to see this photograph of our late contributor, Captain Aymer Maxwell, who met his death so gallantly A characteristic modesty at Antwerp. sits well on a fine and soldierly face

### THE LATE LT.-COL. A. JEX-BLAKE PERCIVAL, D.S.O.

Officers and Cadets of the Junior Division of the Officers Officers and Cadets of the Junior Division of the Officers' Training Corps will, alike, mourn the loss of the late Lt.-Col. A. J. Perceval, D.S.O., Northumberland Fusiliers, who was killed in action in France last week. During the time that he was on the Staff at the War Office his duties included the inspection of the Public School Corps, supplying contingents to the Junior Division of the O.T.C., and he was a warm support of our annual Rifle Shooting Competitions for these contingent A gallant soldier, he was recently mentioned in despatches and received the Cross of the Legion of Honour.





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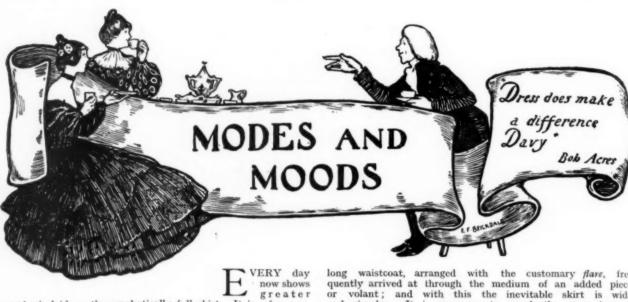
coffee made in ot er ways, UNIVERSAL Percolators are made in urn and pot styles in various designs; sizes from four to

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emphasis laid on the emphatically full skirt. It is, of course, by no means general, but we have it on the highest authority that it will eventually become so. It is extraordinary, too, how admissions are frankly falling in as to the real discomfort endured with the very tight skirt. Many complain how the hobbling caused actual weariness—and it was true, especially with unlined tweeds, which cling unmercifully, although the wise have seen to it that a width of silk has invariably been laid up the front.

variably been laid up the front. And yet, with all this, there is a fair amount of protest against the aggressively full jupe, which,

one learns, requires to be extremely short to attain the requisite chic appearance. Naturally, appearance. Naturany, there are women of large proportions who may be excused the inability to picture themselves so arrayed. themselves so arrayed. But for such there will certainly be modifications, and, in any case, it is extremely improb-able that the latter-day expression of this 1860 vogue will wholly monopolise the situation. The tunic, long and with a flare, continues to play a leading rôle, and this being so distinctive a being so distinctive a thing of itself, does not in the least affect the style and character of any accompanying coat.

Opinions regarding coats are widely divergent. I am, let me pause to say, quoting from high quarters; for although pursuing a necessarily quiet course, Paris is by no manner of means controlled by one couturière establish-ment, as it was a short while back, several having within recent days opened up again. Well! of coats. Some are veritable redingotes, quite close fitting about the upper part, but ex-tremely wide at the hem, while others scarcely cover the waist-line in front, and at the back develop into a long flowing cloak, carried to the hem of the dress. A simple tailored style, that is particularly pleasing, has a rather

long waistcoat, arranged with the customary flare, frequently arrived at through the medium of an added piece or volant; and with this the inevitable skirt is wide and circular. It is necessary to search the pages immortalised by Leech to find the counterpart of a still more severely simple model effected in a sort of khaki-coloured duvetyn. In this case the flare at the hem of the half-length coat is contrived in the modelling, and everywhere round the edges, and continued round the neck, is a bordering of dark brown fur, probably skunk dyed opossum, the same fur outlining the base of the skirt and also the cuffs of the close fitting sleeves. I am afraid my pen-picture gives but a faint idea of the studied simplicity embodied in the suit, which rests the onus of its

the suit, which rests the onus of its success on the flaring hems of both coat and skirt. One important concession has been made in respect of the footgear worn with these curtailed gowns. This must be kept in strict harmony, and is preferably dark. The light-coloured spat has departed for the nonce, together with the ephemeral light top epnemeral 11 ght top boots. Another type of jupe that, personally, I do not greatly admire is slightly uplifted either side at the hem, causing what would have been regarded a few years back as an unpardonable dip back and front.
Meanwhile there patiently awaits descrippatiently awarts descrip-tion our pictured walking dress of velveteen, the small inset illustration showing the supple-mentary cool little blouse of ninon that is designed for indoor use. For colouring I have a particular penchant just now for a deep, rather cold shade of green, one of the latest nuances, and, failing that, corbeau blue would be nice, the smart feather mount adorning the small, round cap of velvet toned to the latter. Ninon in harmony would then be requisitioned for the blouse, mounted over white, the front opening on a tiny cross-over vest on a tiny cross-over vest fitted with a high roll collar of corded silk, the front of the collar held together by a black tulic cravat. A great deal of corded silk, by the way, is being a melayard bed is being employed, both for vests and whole bodices. L. M. M.



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### ELECTRICITY FOR ESTATE PURPOSES.

N weighing the pros and cons of an electrical installation for a country house the advantages should not be calculated on lighting alone, though, of course, the excellent quality of the luminant, the additional safety and the economy with which it can be supplied, especially where there is a steady natural water power, fully justify its introduction. But it is when its uses are extended outside the

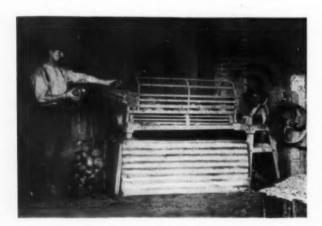


EASY MANGLING.

domestic radius that a plant may be used to best advantage. The first application that will occur to readers of Country Life is in connection with farm work. Outside the actual tillage of the land there is scarcely any operation which cannot be performed more skilfully and expeditiously by electricity than by manual labour, and in the present dearth of men the value of mechanical power may be said to have been doubled. Threshing - machines, chaff-cutters, grinders, cake-crushers, kibblers, pulpers, slicers and wood-choppers, all may be driven during the daytime from the house plant, and the quantity of current required is so small compared with the work performed that its cost is nominal.

In other estate work, such as the carpenter's shop, electricity

In other estate work, such as the carpenter's shop, electricity revolutionises the work. It can be applied to the simplest lathe or the largest saw-bench or rack-saw for heavy log work, the usual plan, when sawing on a large scale is required, being to build a shed adjacent to the engine-house and drive by a belt direct from the engine. It the desire the engine was a series of the electricity. direct from the engine. In the dairy the value of the electrically driven churn and separator has long been proved, but the



HEAVY WORK MADE LIGHT.

electric ice-making machine is not so widely known, ice being

still more or less a luxury in England.

For preserving meat, game, fruit, dairy produce, etc., coldstorage chambers are invaluable, especially in country houses
remote from sources of supply or having a large shooting
attached. When the machinery is driven by an electric motor
there is no noise or smell, and the whole apparatus may be placed in the basement, though it is more usual to build a refrigerating house in some shady spot in the grounds. Ice-making machinery can be combined with the refrigerating plant, so that there is always a supply of ice for use in the house, and the whole can be looked after by the electric light attendant. In the stable electricity can be utilised for the clipping-machine, and a very handy clipper has been brought out by Messrs. Drake and Gorham, Ltd., the electrical engineering experts, of 66, Victoria Street, Westminster, which can be used in connection with any ordinary light fitting, either for horse-clipping or sheep-shearing—forming, in the last case, one of the most efficient and labour-saving devices ever invented for farm use. In the laundry again, electricity halves the labour part out. In the laundry, again, electricity halves the labour, not only in washing, mangling, etc., but also in ironing and drying, while in washing, mangling, etc., but also in ironing and drying, while electric fans solve the great difficulty of the wash-house and ironing-room by providing steady and adequate ventilation.

Finally we come to one of the most, if not the most, important items in country house equipment, namely, fire protection apparites and in the control of the most in the country house equipment.

retus. The electric fire alarm is an obvious precaution, and it can now be supplemented by an electric pump, which supplies an instantaneous high pressure service. By the aid of an electric augmenter the pressure of the existing supply can be so increased as to throw a jet over the highest building.

In this connection Messrs. Drake and Gorham have designed as system with push butters on each floor which puts the system.

a system with push buttons on each floor which puts the pump into immediate action. Their long experience, indeed, in work of the kind under consideration entitles them rather to be called estate experts, for there is practically no kind of electrical work. big or little, which they are not constantly undertaking.



GREAT TIME AND LABOUR SAVER.

large country houses where they have recently adapted the lighting plant to uses such as we have enumerated, may be mentioned Heythrop, Wretham Hall, Tehidy, Wykehurst Park and Ford Castle. They design and erect plants for every purpose, and will send engineers to any part of the country to prepare schemes and estimates free of cost.

### FOR TOWN & COUNTRY

LIFE-SAVING COLLARS FOR BRITISH SAILORS

HE British Admiralty and the British people have borne with commendable fortitude the recent sinking of British cruisers

commendable fortitude the recent sinking of British cruisers in the North Sea; indeed, to everyone in this country, the most regrettable feature of the disasters has been the comparatively heavy loss of life in each case. It is fully recognised that, in spite of all risks, the vital work of our Fleet in patrolling our coasts must, and will, go on without interruption, and the Admiralty have now introduced a very practical innovation which will, it is hoped, lend greater security to the crews manning our fighting ships should they have the misfortune to share the fate of their comrades in the Cressy and the Hawke. This life-saving apparatus takes the shape of a pneumatic collar fitted with a valve mouth-piece, by means of which the



a pneumatic collar fitted with a valve mouth-piece, by means of which the wearer can inflate the collar to its full capacity in less than five seconds! A turn of the screw at the end confines the air, and he is then securely fitted with an effective lifebuoy. These collars are to be supplied to the whole of the British Fleet, and the Admiralty have ordered a very large quantity of them for quick delivery from David Moseley and Sons, Limited, of Ardwick, Manchester, the makers of the famous Moseley motor tires. This order, following as it does four consecutive orders within the past five months from the War Office for Moseley cycle tires, speaks well for His Majesty's Government's opinion of "Moseley" products. products.

WRIGHT'S COAL TAR SOAP FOR THE WOUNDED.

Lady Muir Mackenzie, writing on behalf of the Women Imperial Service League, conveys the committee's most gratefut thanks to Messrs. Wright, Layman and Umney, Limited, Drugand Chemical Manufacturers, for the gift of 100 1lb. bottles of chloroform and a large quantity of Wright's Coal Tar Soar, which they have presented for use in the league's new established hospital for the wounded in France.

## Adulteration

of Fabrics as of Foods is common. Take the case of blankets for example. The old name of Witney no longer necessarily carries with it the old guarantee. There are good and bad Witney blankets. You must demand an explicit guarantee that the blanket you buy is of pure wool.

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### THE CORNISH RIVIERA

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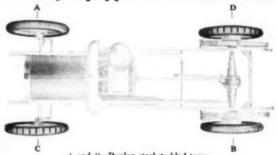
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OR some time past it has been suggested in these weekly notes that, considering the depression from which the bloodsteck industry is at present suffering, in common with many other industries, owners of stallions, those especially for whose services high prices are asked, would do well to consider how and to what extent they would meet the situation which the majority of breeders have to face. Turning to last week's Calendar, I am glad to note that some owners of stallions have seriously considered the position. Littleton, full this season at 98 sovs. and sire of Eton Boy, Etheric and other winners, is advertised for next year at 49 sovs., with the notice that "in consequence of the war the fee has been reduced as above for 1915." Then, there is Jackdaw, who could both gallop and stay; he was full this year at 49 sovs., but it is set forth in the Calendar that "Owing to the war Jackdaw's fee has been reduced to 18 sovs. for 1915." It may be said that these are not high fee'd stallions, but that matters little, the point being that the owners of these horses, recognising the difficulties with which breeders have to contend, have gone out to meet them-an example which I hope to see followed by owners of the more fashionable sires. in some way or other. I hear, by the way, of one owner-Mr. J. Buchanan-who has remitted half the fee for the services of Santry to an owner whose mare proved barren, and, if I am correctly informed, breeders now subscribing to Flotsam or

Iavelin will next year be given a free nomination in the event" of their mares being barren. It may be said-it is saidthat the owner of a stallion is at liberty to do just what he likes in regard to the management of his horse. I am the last person in the world to deny the truth of that proposition-it is, indeed, self-e v ident-but my suggestion is that if owners of highfee'd stallions do not meet the public in some way or other they will be, to all intents and purposes. destroying their own property-depreciating it certainly Given a stallion

many level headed men do not think they will be obtainable for some time to come. There is, then, every reason to think that, except in the cases of stallions to whom subscribers have been compelled to book nominations for a series of years (three years in several cases) big fees are for the time being in abevance. For my own part I do not look upon that altogether in the nature of an evil, for there are plenty of well bred horses-good performers on the racecourse some of them-to whom breeders will turn, and to whom, therefore, will come chances which they might not otherwise have had. There is another point, it is this: Some owners of fashionable stallions say, "Why should we reduce our fees? We would not have invested the money we have done in the purchase of the horse had we not been able to calculate on a given return for our money." Ouite so; but pretty nearly all investments have depreciated, and are depreciating, in value. Why should the owner of a stallion claim special exemption from the general depression. He has got to face the situation just as other people have to do, and 1 repeat that, in my judgment, be it worth what it may, the sooner he recognises that fact the better for himself. Once let a stallion drift out of the public eye and it is no easy matter to restore him to favour. No individual owner can supply a stallion with the best mares of different strains of blood, but collectively public breeders can, and do, and it is they and their mares who not only make, but maintain, the reputation of a stallion. of blood identical

with those in the pedigrees of some of the most fashionable sires are to be found in horses for whose services an almost nominal fee is asked; here are the few such horses noted in a very cursory glance through Vol. II. of the Register of Thoroughbred Stallions. Ampelion - brother in blood to Sundridge - both by Amphion and out of own sisters, at 9 guineas; Cocka-Hoop, brother to Pretty Polly, at 18 guineas: Cornstalk, by Trenton out of Glare, dam of Flair, Lesbia, Flair, Vivid, etc., 18 guineas; Myram, brother



W. A. Roueh. LORD D'ABERNON'S DIADUMENOS BY ORBY—DONNETTA. Copyright.

Winner of the Liverpool Cup.

of proved success—a horse, that is to say, who had demonstrated his ability to get a fair proportion of good-class winners in a season—it is easy to understand that private breeders (breeders breeding to race) would under any circumstances perhaps be quite willing to pay almost any fee for his services. But, after all is said and done, it is to public breeders that stallion owners must look; such as these cannot pay big stallion fees unless there is something more than a reasonable prospect of obtaining big prices for the stock got by these horses. Just now it is evident that big prices for yearlings will not be forthcoming;

to Jardy, 18 guineas; Ulpian, sire of winners and own brother to White Eagle, 18 guineas—White Eagle's fee is 300 guineas; Vamose, brother to Flying Fox, 9 guineas: Wax Bullet, brother in blood to Wargrave and Spearmint. 9 guineas; Rhodesian, brother to Flair, Lesbia and Vivid, 9 guineas. I am not recommending any one of these horses. I am, indeed, merely using their names to point out that it is possible for breeders to avail themselves of "fashionable" strains of blood at moderate cost. Take even Prine Palatine, got by Persimmon (by St. Simon) out of Lady Lightform.

BURNS.





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her dam, Glare, out of Float. To get practically the same strain of blood there is Flotsam, by St. Frusquin (by St. Simon) out of Float. Prince Palatine's fee is 400 guineas, that of Flotsam. 100 guineas, and he is the sire of Elaine, one of the best two year old fillies of the year. Of well bred sires available at the most modest fees there are plenty—Phaleron, by Gallinule out of Mrs. Butterwick—himself a winner of over 10,000 sovs. in stakes—at 18 guineas; King's Proctor, a splendid specimen of blood horse, well bred into the bargain, by Persimmon out of Decree Nisi, and a winner at all distances, at 18 guineas; Holiday House, St. Victrix, 9 guineas; Javelin, Mushroom and Marajax; these are only a few which occur to me as I write. St. Denis there is by the way, sire of Redfern, cheap enough surely at 49 sovs

Of last week's racing it must be said that to a great extent the weather spoiled the enjoyment of one of those delightful ' mixed " programmes which the Messrs. Topham invariably arrange for the Liverpool autumn fixtures. Delightful fixtures they are, combining as they do the best of sport under both Jockey Club and National Hunt Rules; nor, except for the weather, was the most recent an exception to the rule, for lovers of "jumping" were afforded an opportunity of seeing many of our best 'chasers, among them Lutteur III., at work over the big Aintree fences; well, too, they jumped, seven out of the eleven runners for the Grand Sefton Steeplechase—won by Distaff—getting safely round. Visitors, to whom a rousing finish on the flat affords the keenest pleasure, were, too, well gratified when, making amends for a disappointment in the Cambridgeshire, Diadumenos beat Wrack by a head in the race for the Liverpool Autumn Cup, with William's Pride a bare half length away for third place.

By a very wide circle of friends and acquaintances the news of the death of Sir Walter Gilbey on the Thursday of last week will have been received with feelings of very sincere regret and of irreparable loss. In the whole outdoor life of the country Sir Walter Gilbey held a prominent and quite unique position. It is, indeed, but the bare truth to say that to him agriculturists and breeders of horses of different types owe a debt the extent of which is difficult to realise. Without his steady and liberal encouragement neither our Shire horses nor our hackneys would have reached their present perfection and truth of breeding; nor did he ignore the pre-eminent value of "thoroughbred blood. Years ago he realised the necessity of breeding remounts for military purposes, and his ideas on this subject, together with the scheme he proposed for the proper provision of horses suitable for the purpose, remain the most practical which have yet been put forward. Much of Sir Walter's charm of manner and kindliness of heart were evident in many of the books of which he was the author, among them "Horses Past and Present,"
"The Great Horse or War Horse," "Ponies, Past and Present," "Horses for the Army," "Young Racehorses: Suggestions for Rearing, Feeding and Treatment," "Horse-breeding in England and India," "Racing Cups" and others. Of his wider life, of his splendid business capacity, it is not for me to speak; but of that life-the outdoor life-in which it was my good fortune to know him, I may safely say that the gap left by his death will not be filled-not in our generation, at all

### KENNEL NOTES.

TRENTON.

events.

THE WAR AND THE DOG.

T the moment the war is as obtrusive in the mind of everyone as was King Charles' head in that of Mr. Dick. We cannot get away from it, nor is it surprising, considering that it is the most heroic drama ever played in the history of our race. I wrote the other week of the part taken by the dogs of Belgium: in other ways I cannot help feeling that our four-footed dependents could be of distinct service to the country in the present juncture. Were I a sentry doing night duty in a lonely spot, or a soldier engaged in patrolling stretches of the coast, nothing would please me so well as the companionship of a sturdy Airedale or some other dog of the alerter kinds, whose acute senses would apprise me far sooner than my own sight or hearing of the approach of a stranger. Almost any intelligent animal would be suitable for this sort of work. The natural instinct of a dog in the society of his master is to growl or bark on hearing strange footsteps in the dark, and I should also know that if the man approaching took to flight on detection, my friend would be more likely to catch him than I should. Plenty of suitable dogs could be had for a sovereign or so, and I dare say if it were known that they were wanted, patriotic owners would  $\mathrm{gladly}$  present one.

Perhaps it is late in the day to speak of the comfort they would be at the front. A soldier friend who has enlisted wrote to me the other day describing the eerie feeling of waiting in the night for the grey-clad forms of the Germans to make a surprise attack. He expressed the wish that my Pyrenean had been by his side while he was keeping watch. The British soldier dearly loves a pet at any time, and any stray dog that comes his way is sure of a cordial welcome. A story has been told of a man who was cut off by the Germans through going back to look for a dog that had been left behind, and the animal took a doughty part in the struggle that followed, using his teeth to some effect. That was a curious sort of dog that preceded the detachment from one of the Canadian regiments in the Lord Mayor's procession; so unfamiliar, indeed, that one of the papers described it as a bear. Another Canadian regiment has a pet bear, but it was not this one. My own impresion is that the mysterious creature was a husky, one of the sledge dogs of Alaska, though I do not speak with absolute confident never having seen one in the flesh. It answered very close to the description, however.

Still pursuing the same train of thought, let us look at t case of the enthusiastic gentlemen who are acting as spec constables. Those especially who are on duty at water-wor or bridges in unfrequented spots would be vastly cheered the companionship of a dog, whose presence would bring sense of comfort. In this manner I am firmly convinced the one's usefulness would be more than trebled. The authorities might very well lend their sanction by freeing dogs employin any of the directions indicated from the licensing impos since they would be performing a public duty. Certain exem tions are already made in the case of genuine working dog and those on active service might very well join the list. fact, all existing police dogs should receive exemption if only for the sake of encouraging a practice of which the usefulness has been demonstrated. The loss to the Exchequer would be altogether negligible. I wish some member of Parliament would draw attention to the subject.

### SEALYHAM TYPE.

Now that Sealyhams have assumed an importance little dreamt of five or six years ago it is about time that breeders made up their minds definitely as to the exact type they wish to perpetuate. No doubt the prominent breeders have a fairly clear idea. but among those on the outskirts, the new-comers who will make the enthusiasts of to-morrow, a general haziness seems to prevail. Some talk of a wire-haired fox-terrier on short legs, while the majority of owners, so far as I can ascertain, say this is all wrong. Mr. T. Hamilton Adams puts his point of view pretty clearly when he writes: "As to judging, the main divergence arises from the fact that judges may be divided into two classes-those who carry in their mind's eye the ideal Sealyham as a wire foxterrier, with alterations, and those who i nagine him as an altered Scottish terrier. How likely it is for the former class to fall into errors may be estimated when one remembers that nowhere does the ideal Sealyham coincide with the ideal wire fox-terrier. Head, eye, expression, ear, placement of shoulder, body, bone, legs, feet, front, length of coat and permissible colour of markings all differ, while anyone judging them as white Scotties, with lowset flap ears, would not be so far out. The wrong set-on of a Sealyham's ear should be as equally penalised as a Scottie that did not prick his ears or a fox-terrier that did." What is the unhappy novice to do who listens to the fox-terrier heresy? And imagine his position if he exhibits one day under a votary of this school, and the next under one with leanings towards the white Scottie. Yet somehow I think the confusion is not altogether as bad as it sounds. One often notices in kennel affairs that, though breeders differ about verbal descriptions and scales of points, when it comes to picking out the best from among others most of them are tolerably unanimous. Anyhow, certain dogs and bitches manage to win fairly consistently, although the placings of the first half dozen or so of each sex may be subject to variations. Some varieties have gone along very well for years without the promulgation of any ideal standard at all. Take the case of bloodhounds as an example. It cannot be more than ten years ago that Mr. Edwin Brough and Dr. J. Sidney Turner, out of the fulness of their knowledge devised a description that could not fail to assist the structure after knowledge, yet before that everyone of experience had a clear view of what was required. Retrievers, too, had no star and for a long time. As a matter of fact, I am not sure if they ave A. CROXTON SMIT

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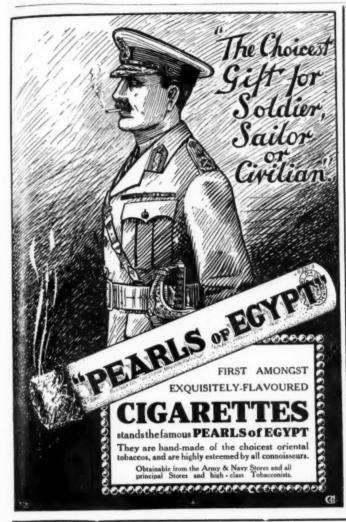
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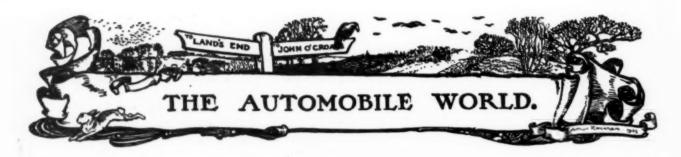


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NASMUCH as the production of a new model is a lengthy NASMUCH as the production of a new model is a lengthy business, commencing in the drawing shops and extending over months before the first specimen of its type is ready to undergo its preliminary trials on the road, it is safe to assume that every firm which contemplated radical alterations in design for 1915 had its plans well advanced by the end of July. The war, the abandonment of the Olympia Show and the temporary stagnation in the trade in cars for private use have resulted in a general postponement sine die of programmes for the coming year, and no one can say how long a period will elapse before the secrets now locked up in the breasts of designers and directors will be made known to in the breasts of designers and directors will be made known to the motoring public. Probably these secrets amount to little, as there was no indication before the war commenced of any important development in car design, and there is small doubt that the majority of makers would have contented themselves with those minor improvements in existing models which every

with those minor improvements in existing models which every firm introduces from year to year or month to month as experience shows them to be desirable.

It is on such conservative lines that most of the big makers are arranging their programmes for the coming year. Thus the Daimler Company announce that their standard models for 1915 will consist of the "Special," the "Thirty" (both of the four-cylinder and six-cylinder types) and the "Twenty," the latter being the car first introduced at the last Olympia Exhibition. Except for minor alterations, such as an automatic cut-out between the dynamo and the battery and a shorter changecut-out between the dynamo and the battery and a shorter change-speed lever, they will have little to distinguish them from the cars which have proved so popular during the past twelve months.

regard to the "Twenty," no reason has been found to repent of the adoption of the transmission system in which the gear-box, rear axle and braking mechanism form unit. combination tends to add to the unsprung weight, but the design is compact, and combination with the cantilever method of suspension the increase of unsprung weight is much less than would first appear at sight, as the axle

sight, as the axis is relieved of the greater part of the dead load of the rear springs. All the current Daimler models are worm-driven, a device which entirely obviates the great difficulty of matching bevel gears so as to produce a rear axle which will not cause annoyance on account of its noise when a covered body is fitted.

The Napier models for 1915 will be the six-cylinder 30the four-cylinder 16—22 h.p. and the four-cylinder 20 h.p. Colonial model. The first mentioned, which accomplished such a brilliant performance in the Alpine Trial under R.A.C. observation, has had its wheel-base lengthened to 11ft. 8in., observation, has had its wheel-base lengthened to 11it. 8in., and will be sold complete with electric starter and lighting dynamo at £750. These two accessories will also form part of the standard equipment of the two four-cylinder Napiers, both of which will be obtainable in two lengths of wheel-base to suit the type of body selected. Cantilever rear springs will be fitted in the case of the longer chassis. The Colonial model has been strengthened in the light of the experience gained in the cross-country test, to which it was subjected at the hands of the R.A.C. last July, in order to render it as suitable as a car can be for the most trying service. Large wheels shod with 920m.m. by 120m.m. tires are fitted, and the ground clearance is 10½in. The firm is also continuing to devote much attention to the commercial vehicle, the current types being a 16—20 h.p. express van, a 20—24 h.p. for a load of 2½ tons, and a 40 h.p. designed for loads up to 4½ tons.

For the 1915 season the Siddeley-Deasy Motor Car Company propose to supply the 14—20 h.p. model with two-seated, touring and covered bodies, the 18—24 h.p. special light model, the standard 18—24 h.p. torpedo phaeton, and the six-cylinder 30—36 h.p. car which has proved so thoroughly successful during the past year. All these cars have acquired a great measure of popularity, and it has been found necessary to make

during the past year. All these cars have acquired a great measure of popularity, and it has been found necessary to make only the smallest variations in their design.

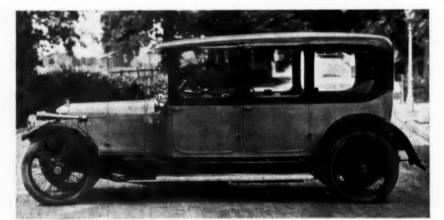
In spite of the dislocation of the ordinary factory routine owing to their works having been taken over by the French military authorities, the great firm of Panhard and Levassor are introducing a new 16—20 h.p. car to replace the 15 h.p. model de luxe listed during the past year. We hope in a future issue to give a full description of the chassis of the new importation. Herewith we reproduce a photograph of a handsome 28 h.p. Panhard saloon, the equipment of which includes a C.A.V. lighting outfit and a Westinghouse engine-starter. For the coming winter months it would be difficult to choose a more comfortable means of conveyance.

The Austin Company are constructing some interesting vehicles for a foreign Government. These are workshop wagons fitted to the firm's three-ton lorry chassis. Each wagon contains a screw-cutting lathe, a complete electric lighting plant, a sensitive drill, an anvil, two benches, a forge and oxy-acctylene welding cylinders. The cars are further equipped with rifles, fire extinguishers and searchlights. In general arrangement they differ from British military motor workshops, inasmuch as the sides do not open out completely, this design being inadvisable in the case of vehicles in the winter

destined for in the winter months in a very cold climate. attendant tank wagons are mounted on 20 h.p. chassis and are fitted with tanks comprising three separate compartments for oil, grease and petrol respec-

tively.

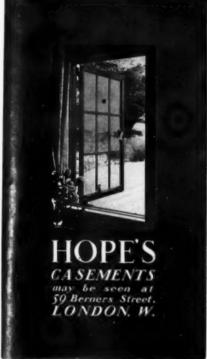
The same firm has in l.and a large number of motor ambu-larcs. Some of these are of the four-stretcher type, the stret-chers resting on shelves, the upper

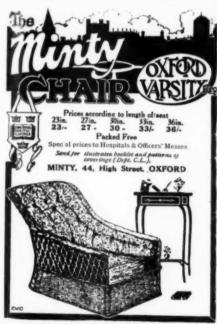


HANDSOME PANHARD SALOON.

when not required to carry stretchers, can folded down to form the backs of seats. All the shelves are upholstered, so that reasonably comfortable accommodation is in this way provided for less seriously wounded men. Other of the ambulances are fitted with six stretchers, which are loaded from the sides at a common convenient loading line. The bottom stretcher carrier slides straight outwards to be loaded, and after this has been pushed in again the upper stretcher carriers are swung down and outward on toggle joints to the same level. These ambulances also contain first-aid cabinets, tanks and basins, and inside seats for attendants.

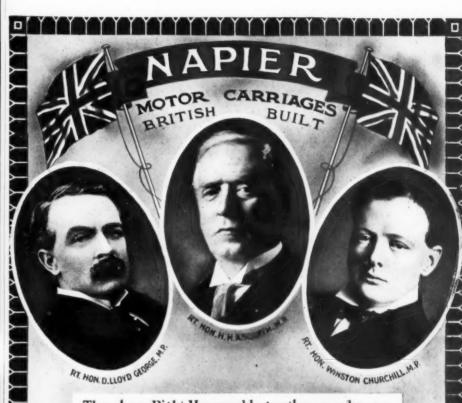
Similar but larger ambulances, taking no fewer than twelve stretchers, are built on Austin three-ton chassis. These same chassis are employed for the transport lorries, which have hinged backs and sides and carry metal hoop-sticks and tarpaulins to form covered tilt vans. The lorries are very thoroughly equipped with accessories, are fitted with C.A.V. electric-lighting sets and have winches driven by engine power available for equipped with accessories, are fitted with C.A.V. electric-ingiting sets, and have winches driven by engine power available for hauling through the medium of a wire rope, when the lorry itself or any other vehicle gets into difficulties on bad roads. The roads which the vehicles will have to use are terrible, especially in winter, and in view of this the spares sent with the fleet amount practically to an extra complete vehicle for every five working units. Several consignments of the fleet have already been unloaded and are in use now; the remainder is now mon its way. upon its way.







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### SHOOTING NOTES.

A DAY AFTER CAPER.

HICK mist and a thin drizzling rain accompanied me on a nine-mile motor drive to the place where I was to meet H. He did not seem very sanguine of success; however, we made a start, followed by a couple of keepers and two or three boys as beaters. gained but little idea of the country during the drive, for the simple reason that there was none to be seen! Sodden stubbles close to the road alternated with fields of dripping roots. Grey stone walls and wire fences separated the one from the other. and melted sadly into a wall of grey vapour. We climbed a sloping hillside, and soon found ourselves in the thick of a pine It was very still, for there was no wind, and the stunted branches, grey with moss and lichen, hung motionless above the grass-grown track. We passed at times through open glades. H. told me they had at one time been ideal stalking-ground for roe. Indeed, they looked it, and, to an even greater extent, a small patch of cultivated ground in the thick of the wood, which here sloped gently away to valley pastures. Such a spot is irresistible to roe, and the owner, having a stupid prejudice against his crops being destroyed, had encircled them with narrow strand fencing, which effectually did away with all From the formation chance of H. getting a good head there! of the ground I knew we were walking along the crest of a The swirling mist parted at times to show the tops

of big trees far below us After a walk of some distance the old keeper decided we had better descend to the head of narrow glen while he and the beaters went round in an endeavour to move some caper. He evidently knew his business well, for though there were no caper, neither did the wood resound to the disgusting cat-calls and yells which too frequently

destroy any chance of success in drives of this kind. The first proving blank, H. and I went to the bottom of the hill, when a shot announced that we had taken up our positions. The mist cleared for a time, and I could see that we stood on the sparsely wooded slope of a narrow glen. A small burn trickled below me; beyond rose a forest of pines sprinkled with larches. Nothing broke the stillness save the distant tap-tapping of the beaters, until a sudden cry from above caused me to grip my gun and peer wildly round. I could detect no sign of life in front, but from the corner of my eye I caught the flash of a moving body behind a large tree. I was just in time to see a splendid old cock caper sailing, silent and steady on motionless wings, down the valley below me. He made a fine picture, his great powerful body showing strongly against the dark background of trees. I felt somewhat cheered by the reflection that he might have settled in the wood which formed the next drive. On the way thither I followed the course of the burn, thick with luxuriant grasses and ferns, its lower portion overshadowed by trees whose size and beauty would not have disgraced a forest in North America. Passing outside the wood we entered a ride. H. placed me at a spot where it intersected a wide, open glade, himself going some 30yds. beyond.

It was impossible to see more than a few yards on either side, as the mist obstructed any extended view and necessarily

focussed one's attention on the immediate surroundings. larch needles fell in a ceaseless whirling shower, so that it was hard to tell whether the golden rain descended from the heavens or the trees. I marvelled at the wealth of beauty on the stem of a single tree; at the variety and changing colours of a single clump of ferns and grasses. My attention was aroused from their contemplation by the sight of two capercailzie sailing low above the tree tops just out of shot. They swung out of sight unharmed. I was still endeavouring to imagine my sensations had they been 15yds. nearer to me, picturing a neat, clean shot and a dead cock in full plumage, when I became conscious, suddenly, of the imminence of some living thing. Every sportsman, I suppose, knows the sensation. It is akin to that experienced when aware of someone's gaze before the actual realisation of the person who has attracted your attention. I knew some animal was near me, but for the life of me I could not have said what. Then came a sudden rush from the firs on my left; then, so close that I could see the gleam in his eye, a fine old cock caper shot directly under my nose, whisked across the glade and was 20yds. away before I could get my gun to my shoulder. Alas for the neat, clean shot of which I had been dreaming! One futile charge knocked a few feathers from his neck; the second emptied itself harmlessly beneath him as he rose sharply to clear a belt of trees. Then he swung wide and clear and I saw him no more. Truly the wiles of the caper are many !

vell A from H. made me swerve round in the hope that there might vet be chance to retrieve my mistake. It was no caper but a fine old blackcock which, high above me, gave a beautiful crossing shot and compensated in some degree for my former exhibition. Then walked in line and a couple of pigeons helped toswell the bag. little later there came a



IN A TANGLE OF LARCH.

rustling from a clump of larches and a cry from one of the beaters. A large bird came swinging across the ride over my head to fall with a thud at H.'s feet below me. H. then sent me cn to the end of the ride, where another hen gave me an easy chance. After that we went to another glade, from which no fewer than four hens rose, and I killed another. We never saw another cock, but the memory of that wily old bird and my two futile misses occasionally recurs to mar the recollection of an otherwise most enjoyable day among the woods of Aberdeenshire. Frank Wallace.

### SHOOTING "FOR THE FLEET."

"I HAVE only really enjoyed one day's shooting this year," said a shooter to the present writer, "and it was a day on which we were told as we went out: 'Now we're shooting for the Fleet to-day.' "What that meant was that the bag was to be sent to the Fleet for the delectation of the sailors, and it is interesting and pleasing to know that the game arrived fresh and in good condition and was much appreciated. The shoot in question was nearly in the middle of Scotland, so there was no particular ease of transport to the ships, and the fact that the product of this day's shooting could be conveyed to the Fleet without delay or damage may serve to indicate to other owners of shootings how they may help the sailors and, at the same time, enjoy their sport.

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The Company desire to inform the Spor ing Public that the constitution of the Company is entirely British. There are no alien shareholders, and all the Directors and Emplo eet are British. The Schultze powders were the first smooteless sporting powders made, and have been manufactured since 1809 at the Company's Works in Hampshire. Sportsmen may therefore continue to use Schultze Co.'s Gunpowsters with the knowledge that by so doing they are supporting a purely British industry.

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We last discussed the all-important questions of the efficiency and economy of

when compared with other illuminants, but there other strong points in its favour which will appeal not only to the owner but to the lady of the house

Take the lady of the house first. Acetylene is a soft light which simplifies the question of effective and artistic shading.

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-a saving of time, annoyance and expense, and last, but not least, Acetylene is a clean light.

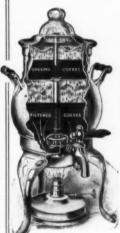
Then the owner of the house must be reminded that a skilled attendant is quite unnecessary—an ordinary gardener or house boy can do all that is necessary to the plant with about one or two hours attention per week. Not only so, but Acetylene properly installed is far

### CHEAPER THAN OIL LAMPS

and far safer, when the A 1 or ATOZ plant is selected, as manufactured, and installed in over 3,000 houses by the Acetylene Corporation, Ltd., 49, Victoria Street, Westminster.

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## How do You Make Coffee?



Is it always clear and sparkling with an appetising aroma and delicious flavour, or is it sometimes flat or bitter?

With UNIVERSAL Percolators flat or bitter coffee is impossible, b-cause only the full flavour and aroma are extracted from the berry. There is no boiling and no bitter taste.

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none of the officer and injurious ones.

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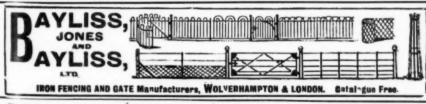
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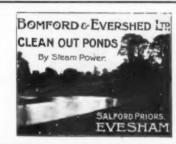
WRITE FOR ILLUSTRATED DESCRIPTIVE BOOKLET

LANDERS, FRARY & CLARK CLOSE, LONDON, E.C.

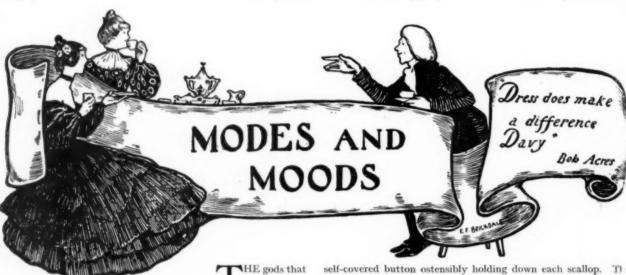












rule our weather destinies have played directly into the hands of those who would, for obvious reasons, fain procrastinate in the settling of their winter wardrobes. Seldom have we had a more perfect autumn, and as the last leaves are falling we still carry live, because recent, recollections of the trees clothed in all their autumnal glories of brown, red and gold, and lit up by glorious sunshine. Under such conditions the majority have been tempted to linger on in late summer garbing. But no amount of sunshine now can dispel the sharp nip in the air, the prelude of colder weather, which will necessarily demand suitable attire.

It is one of the small ironies of life that, with a sincere

It is one of the small ironies of life that, with a sincere desire to practise economies—indeed, in many instances compelled to do so—dress in its every phase has never been more temptingly priced. Almost for the price of one garment, in ordinary times, one can now get two—truly a tantalising position for frail women to face, and which it is conceivable only the very few will attempt to resist. Nor is the argument by any means as specious as it sounds that, in thus indulging, not only are one's own personal desires appeased, but one aids in a very direct way those less well endowed—the workers of the world. The only real sufferers in the whole transaction are the proprietors of the shops, most frequently a corporate body, who, however, are, generally speaking, prepared to face the situation in the right spirit, and to keep the ball rolling until brighter days dawn.

From the outset of the war it has been my endeavour to press these economical facts home, chiefly in connection with dress, of course; and although my words have been merely a drop in the ocean of the vast endeavours to keep unemployment at bay, still, it is very comforting to reflect that combined efforts have brought results infinitely better than was at one time expected. Take furs, for example. These are going at unheard-of prices, which are rendered the more remarkable since it is assured that next year, whether the war be over or not, the cost must necessarily leap forward again. And for two obvious reasons: the difficulty of dealing directly with the trappers, and also the transit of the skins with practically all the world—land and sea—in a state of disruption. To the best of my recollection the chief fur transactions occur somewhere in the early part of the year. Again, we are likely to be troubled in the matter of dyes, which have of late years played an important rôle in connection with peltry. Furriers, however, are rightly reticent as to the future; but they are clearly taking no risks of having heavy stocks left on hand. Then, fur as a trimming is immensely in favour, though applied with infinite discretion actuated by fine taste. At one moment it looked as though the composé sets of velvet, satin or gauged chiffon and fur would hold themselves in dangerous rivalry to those fashioned entirely of fur. Although still a vogue, the probability is that these composé sets will be adopted more or less as they always are, by way of an economical expedient.

Given the smallest encouragement, the vogues of 1860 will be faithfully revived, several models having already made their appearance that might have stepped out of Leech's pictures.

Given the smallest encouragement, the vogues of 1860 will be faithfully revived, several models having already made their appearance that might have stepped out of Leech's pictures. True, the crinoline was absent, but a certain stability or support was afforded the hems of the skirt by a deepish band of fur; and the bodices fastened visibly up the centre front with a serried line of buttons, some finishing with a close-fitting collar band of fur; the millinery fraternity coming into the scheme with a veritable Leech turban of velvet and fur, or all fur. But such confections are merely useful at present in emphasising the text that has been selected, most of us resting quite satisfied with some more tempered version, such as is expressed in the adjoined original design.

This is just the simplest little house frock, one that at the

This is just the simplest little house frock, one that at the same time would amiably adapt itself to any supplementary fur wrap, of Bordeaux coloured fine faced cloth, trimmed with narrow bands of skunk dyed opossum. The scalloping decoration carried from neck to foot, either side the front, is even more effective and telling in reality than it is in the picture, a small

self-covered button ostensibly holding down each scallop. The collar, modelled in one with a wee guimpe, and the cuffs are of a very delicate pinkish buff silk which tones delightfully with the Bordeaux nuance of the cloth, while the deep mirroir velves ceinture is likewise in tone, a posy of faded roses being thrust into the folds at one side. As I have already related, these new full skirts are uncompromisingly short; or that, at least is the edict that has gone forth, although, myself, I think the women who are wise will use a certain amount of caution in accepting and conforming to such decree.

L. M. M.



SIMPLE FROCK WITH NEW FULL SKIRT:.

1914.

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## SUEDE VELOUR BLOUSESDesigned and made by our own workers in the new Suede Velour, very warm and comfortable and at the same time smart and becoming. The Suede Velour from which these Blouses are made is usually sold at 10/6 per yard. FUR - TRIMMED SUEDE VELOUR RUSSIAN BLOUSE, as sketch, with belt for wearing over Skirt, trimmed with skunk; Self buttons finished with embroidery. In green, saxe, royal, navy, orange, tilleuil, wallflower, and ruby. 49/6We also have in stock a similar blouse made in a less expensive material with high collar of coloured embroidery, 29/6 KNITTING WOOLS Best Service Wheeling Wool is white and strey, 3/- to 5/- per lb. Khaki Knitting Wool, 4/6 and 6/- per lb. Best finstering Wool for Underwear. In white, natural grey, and mixtures, 3/6, 4/6 & 5/9 per lb. Navy Wools.

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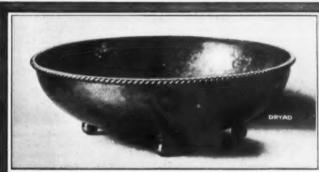
between good and poor mattresses is as nothing compared with the difference in comfort and lasting value.

Sagging wire mattresses, lumpy top mattresses, don't display their unamiable qualities at the time of purchase, but afterwards in use.

That is why the century of acknowledged reputation and experience that answers for "Heal" Beds and bedding is so important.

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### DRYAD METAL WORK

Hand-beaten Bronze Bowl for Flowers, Fruit or Nuts 8-inch diam., 10/6 9-inch diam., 15/- Carriage paid. Wire net for flowers 1/6 extra Photos of other designs on application. Dryad Works, C dept., Leicester

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Our Business is the manufacture and sening of LEATHER GOODS and GOODS.

German and Austrian makers.

LEATHER GOODS. We have not a single leather article at this address made in either of the above countries. We have 300 employees at our Staffordshire Factories, making high-grade goods for the markets of the world, and at present largely engaged on War Office contracts. GLOVES. We have 1,000 employees at our Wiltshire factories, this number including cottage workers. We do stock at this address thin kid gloves of French manufacture, in return for which we export to France our English-made gloves.



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A very practical bag conforming to the present style. This bag is made from fine cross grain morocco, the front ends being pleated. The bag is surpris-ingly compact for ingly compact the capacity it offers and is fitted with a double inside frame. From fine Morocco, Blue or Black No. 3248 ... 38/-

The black bag may be had with gilt or oxidised mounts.



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The new satin morocco (genuine leather having the appearance of striped silk) is used for the Tie and Handkerchief Cases illustrated; the lining is wisteria watered silk Each article is flat Each article is flat but capacious and of distinctive appearance.

Tie Case No. 1022, size 12 by 22/6 Handkerchief Case, No. 1005, size 7 by 5½ ins. 16/-







No. 607.—From Pigskin or Black Pin grain Sealskin ... 10/6
CIGARETTE CASE having two pockets each to take double row of cigarettes (total about 30 cigarettes). No. 608.—From 8/6
Pigskin or Black Pin Grain Sealskin ... 8/6
TOBACCO POUCH from L.C. Pigskin, lined rubber with covering flap. Takes one ounce. No. 2492

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and as dainty a model as we have yet produced. The height closed is 21 inches, and the tapered "weil" of plain silk, giving so convenient a receptacle for work in hand, is effectively gathered to a stiffened base. The lid which is 10½ inches square is covered with watered silk, and is fitted with a supply of English sewing accessories, including a silver thimble. No. 2323.—Red, Pale Blue, or Pale Green Silk, combined with brown wicker.



ONTINUING reference to the possibility of obtaining at a moderate fee the services of stallions of the same strains of blood as those for whom high fees have to be paid, Prince Palatine and Cicero are fashionable —and undoubtedly good—representatives of the famous Parafinn family, but their fees are respectively 400 guineas and 300 guineas. In descent from the same family are Flotsam, 100 guineas; Cornstalk, 18 guineas; Rhodesian, 9 guineas. At 300 guineas each Bayardo and Lemberg are firstoguineas. At 300 guineas each Bayardo and Lemberg are first-class—and expensive—representatives of the Blink Bonny line. From the same line comes Aleppo, by Beppo out of Chere Reine, by Florizel II. out of Isoletta, by Isonomy out of Lady Muncaster, and Aleppo's fee is only 49 sovs. Marcovil—200 guineas—is by Marco out of Lady Villikins, by Hagioscope out of Dinah, by Hermit. Of the same strain of blood is Javelin, by Spearmint out of Full Cry, by Flying Fox out of Lady Villikins; Javelin's fee is 25 sovs. William the Third—400 guineas—is by St. Simon out of Gravity, by Wisdom. At 49 sovs. there is Beppo, his dam, Ritti, by St. Frusquin (by St. Simon) out of Florence, own sister to Gravity, dam of William the Third. By way of Rocksand sires, Tracery stands at 400 guineas, Rock Flint—he beat Craganour—at 35 guineas. At 300 guineas White Eagle is a successful representative of Gallinule, but there are other Gallinule sires available—Winstanley at 9 guineas, Santry at 98 guineas, Phaleron at 18 guineas, and it should be worth noting that Jingling Geordie, Geordie

**Jingling** standing at 9 guineas, combines both Gallinule through Santry his sire—and Cyllene—through his dam, Merin-I may here gue. mention mares proving barren to Jingling Geordie will be given a free nomination for the following season. For Carbine horses there is, of course, Spearmint, but Spearmint's fee is 300 guineas; while Fowling Piece at 47 guineas, Bomba at 18 guineas and Wax Bullet (three-parts brother to Spear-mint) at 9 guineas, are also sons of Carbine. Polymelus, 300 guineas; Cicero, 300 guineas; and Lemberg are fashion-able sons of Cyl-lene. Less fashionable, and therefore

WILLIAM'S W. A. Rouch



PRIDE.

Winner of the Derby Cup. cheaper, sons of that famous sire are Cyllins, 9 guineas

18 guineas; Cellini, 19 guineas; and Comus (sire of Buskin) at £9 19s. Prince Palatine—400 guineas—is a son of Persimmon; so are Ouadi Halfa, 9 guineas; Royal Realm, 98 guineas; and King's Proctor, 18 guineas. While on the subject of "cheap sires" I may, perhaps, point out that it is quite a fallacy to suppose that "cheap sires" do not get winners. Taking at hazard the recent racing at Lincoln and Liverpool, I find that of the various winners nine were got by sires standing at fees of from 8 guineas to 10 guineas, two by horses at 18 guineas, and, I think, three by stallions commanding a fee of 35 sovs. Following that up, and looking through last week's racing at Derby, I find—Saturday's returns are not included—successful stallions and sires of winners at the meeting standing at fees of 9 guineas, 10 guineas, 15 guineas (two), 20 guineas, 35 guineas, 47 guineas, 48 guineas and 49 guineas. A propos of cheap stallions, a notice in the Calendar tells us that Mr. E. Hulton is sending Shogun to the stud at a fee of 19 guineas. In the course of a discussion some time ago on the apparent injustice of including doubtfully or admittedly impurely bred horses of American extraction into the Stud Book, while horses of "unproved" pedigree bred in Ireland were rigidly—and rightly—excluded, it was suggested that there was a probability that such a colt as Shogun would eventually go to the stud but that no details of his pedigree could be ascertained from the Stud Book. These details I then gave, as far as I could get at them; they have since been fully dealt with in that exceedingly valuable work, "The H.B. Stud Book." Shogun is by Santoi; on that side of his pedigree there is, therefore, no doubt at all. His dam is Kendal Belle, by Kendal out of May Day, through whom the "doubt" comes in, but she is thus traced: by Uncas out of Larkaway, by Royal Oak Day out of Luna, by Harkaway out of Vanity, by Spartacus out of a daughter of Whitenose and a mare by Rosevern. There is at least a fair presumption that the pedigree is, in fact, a "thoroughbred" pedigree, but proof is lacking, and therefore the breed is rightly excluded from the Stud Book—rightly, that is to say, assuming the Stud Book to Mr. E. Hulton is sending Shogun to the stud at a fee of 19 guineas Stud Book—rightly, that is to say, assuming the Stud Book to contain the names of thoroughbred animals. None the less, the family is of great racing merit; nor does there seem to be any reason to suppose that Shogun will not be successful as a stallion. He was a good racehorse himself, winner of the Woodcote Stakes, the Coventry Stakes, the Fulbourne Stakes and the Levant Stakes. He also

Stakes. He also ran second Craganour in the Middle Park Plate, and was thought by not a few good judges to have been very unlucky when running for the Derby.

Whether sellers will look back with satisfaction upon the forthcoming December Sales of Bloodstock is doubtful, but there is reason to anticipate that careful buyers will be able to secure excellent bargains. Now, indeed, is the time when, if ever, people fortuenough to nate nate enough to have means and accommodation at their disposal ought to be in a position to invest their money to advantage in bloodstock The existing depression may, however, last

yet awhile, and more than ever will it then be advisable to buy young mares. Foals, too, if well bought, should return their purchase money with interest. Two of the "lots" offered purchase money with interest. Two of the "lots" offered ought, by the way, to make good prices if there is any money at all in the market. The one, Mr. C. Wilton's two year old filly Elaine, by Flotsam out of Early to Bed, by Wisdom, is quite one of the best fillies of the season; the other is a bay colt foal by Sunstar out of Concertina. The foal I have not seen; but if all right, here is a "lot" which should certainly be worth buying, for with Sunstar for sire and out of a mare whose produce all win races, the youngster ought to do something more than pay for his keep and training

Copyright.

of a mare whose produce all win races, the youngster ought to do something more than pay for his keep and training.

In the Free Handicap for two year olds Volta is placed within 8lb. of the top weight, Friar Marcus; in Mr. C. R. Richards' Unofficial Handicaps, within 7lb. of His Majesty's colt. The margin might perhaps be still further reduced for his part in quite a smart performance last week, when, carrying

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ss, ny n. s. no to ne k as n y or

# "DEVON" FIRES 2. Science

are constructed on scientific lines and provide for the complete combustion of the fuel and the greatest amount of radiation of heat.

### PRICES STRICTLY MODERATE

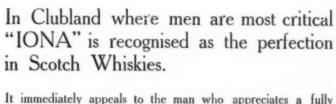
The result of the Official Tests of Open Domestic Grates carried out by the Smoke Abatement Society and H.M. Office of Works placed the "Devon" Fires equal first out of 36 competing grates.

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It immediately appeals to the man who appreciates a fully matured whisky of absolute purity. Of great age, it possesses a delicate mellow flavour that pleases the palate and because of its absolute purity it has no unpleasant after-effects.

Those who seek a tonic beverage of the highest standard will find it in "IONA," combining as it does characteristic quality with distinctive flavour.

"IONA" can be obtained from your wine and spirit merchant, if he hasn't it in stock he can get it for you.

G. & J. Maclachlan, Ltd., Glasgow.

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Established 1820.

POPULA SCOTCH WHISKY.



9st., he won the Chesterfield Nursery at Derby, beating Première (6st. 2lb.), Cherry Hinton (6st. 12lb.) and a dozen others, among them Ciceromar (8st. 8lb.), Pennant (8st.) and Cattistock (8st. 6lb.), form which also redounds to the credit of Plucky among them Ciceromar (8st. 8lb.), Pennant (8st.) and Cattistock (8st. 6lb.), form which also redounds to the credit of Plucky Liége, who, when in receipt of 6lb., beat him by a head in the Great Sapling Plate at Sandown Park. Volta is by Valens out of Agnes Velasquez, and was bred by Mr. G. Ladley at the Stockwell Stud, near Tadcaster. The two top-weights in the Osmaston Nursery were Calder Vale (9st.) and Elaine (8st. 13lb.). Of these, according to the estimate taken of their respective merits in the Free Handicap and by Mr. C. R. Richards, the former should have been the better, but was unplaced, while the third place in the race was assigned to Elaine, consequent upon the disqualification of the actual winner, Sir Thomas (7st. 7lb.), the first two places being respectively assigned to the colt by Marco out of Laomedia (8st. 1lb.) and Provider (7st. 1lb.). The going was heavy and, therefore, all against the top-weighters; none the less, Elaine ran very well indeed, and is likely to furnish up into a very useful three year old. She is, by the way, engaged in the Oaks.

Throughout a lengthy period of disappointment and ill fortune Mr. J. Buchanan has never ceased to persevere, both as a breeder and as an owner. The success of his filly, William's Pride, in the Derby Cup, on Friday last, was, therefore, very popular; right well, too, it was earned, for it was only by a head that she succeeded in stalling off the determined challenge of Arda; and White Lie, none too lucky in running, was but a neck further away for third place. Mr. Buchanan would.

head that she succeeded in stalling off the determined challenge of Arda; and White Lie, none too lucky in running, was but a neck further away for third place. Mr. Buchanan would, no doubt, have appreciated the success of his colours all the more had they been carried by an animal of his own breeding; but William's Pride is by William the Third out of Stop Her, by Carbine, and was bred by Sir Henry Samuelson. With such a pedigree she should eventually develop into a valuable brood

e.

The principal event to be decided in the closing week of season is the Manchester November Handicap, to be run on urday next. This, I anticipate, will, perhaps, be won by a or Righ Mor.

TRENTON. Saturday next. Arda or Righ Mor.

### HUNTING IN KHAKI OVER THE GRASS.

NE of the most notable of the khaki Hunts is the Pytchley. This Hunt has, perhaps, more soldier members than any Midland Hunt. The county Yeomanry is acting as divisional cavalry in France, and one of its majors is the Master of the Pytchley. In all ranks are many men who have hunted with the Pytchley. Lord Dalmeny, Lord Althorp and Mr. P. Nickalls are a few names that occur out of many. We in England are keen for war news. Those at the front are hungry for home news, and not least for the story of their Hunts. The first thing a man seems to do if he gets time off is to snatch a day's sport at home. to do if he gets time off is to snatch a day's sport at home. As the war goes on we shall have, besides the wounded and As the war goes on we shall have, besides the wounded and convalescent, a certain number of men on short leave; it is certain that in the hunting-field some will find just the rest and the recreation they need. In the meantime they like to know (for they themselves have told us so) how things are going and to ride with us in imagination over the familiar field. We met Lady Lowther at Cottesbrooke, with a shadow hanging over us—the death of Mr. M. Wroughton, the son of our late Master, and one whose career we had watched. He began soldiering in the county Yeomanry before he joined the 12th Lancers.

When Pursershill was drawn almost the first notes told When Pursershill was drawn almost the first notes told us that there was a scent. The fox, with the pack close to him, went to ground near Tally Ho! eight minutes' sharp work. Freeman then went on to draw Mitley Spinney. This was a favourite covert of a late Master, Sir Herbert Langham, and stands in one corner of the park at Cottesbrooke. Beyond are fine stretches of grass, and if the fox turns to the right on breaking, as they naturally do fairly often, there is a chain of small coverts between him and the brook he naturally runs through. as they naturally do fairly often, there is a chain of small coverts between him and the brook he naturally runs through. These spinnies are not large enough to stop hounds. In any case, the scent was so good that, with scarcely so much as a hover or a hesitation after the first few minutes, the pack raced down to the brook and the rail. The leading hounds flung themselves at the brook, and, barely waiting to shake their coats on landing, scuttled away over the railroad; then, turning with the line, hunted at a fast pace to Draughton. Once more the fox turned to the left and, moved by the instinct that impels a fox when first distrust of his own powers to escape, turned for home. No doubt this fox had been reared in Cottesbrooke. He chose his return line well; for, going past Maidwell, he ran the dales from end to end, and certainly gained ground in doing this. Hounds still ran on, but not with the confidence of the earlier stages of the hunt. Turning away below Mrs. Middleton's house, he came back to Mitley and to safety. How did we manage to see the run? Well, with the help of gates and a clever pony with a turn of speed. The fox escaped after all.

### THE BELVOIR.

Rauceby Hall is now a convalescent home for Belgian and English soldiers. When the Belvoir Hounds met there was an assembly of wounded soldiers of both nations to look on. To the Belgians the sight of the hounds must have been a novelty. They seemed to enjoy the spectacle and, as luck would have it, they saw something of the sport. The pack had done some good hunting in the morning—had killed one fox and marked another to ground. When close to where hounds were waiting for this fox to be dug out, a fresh one sprang up, and in a They raced on as ent. Their music moment hounds were straining at its brush. if they were going to catch him every moment. Their m had the shrill note of hounds that are close to their fox. had the shrill note of hounds that are close to their fox. He dared not try for Cranwell Wood, but, turning to gain, if it might be, a few yards, pointed for Rauceby. But the pack swung round with their fox, driving as hard as ever on his line. Rauceby High Wood gave to him neither pause nor refuge. The pack, now running for blood, stretched out across the Park to the Hall, where, at the very feet of the soldiers, the hounds caught the fox. The trophies were distributed to the men. Mr. and Mrs. Willson of Rauceby, who have lent their house, are the representatives of a family which have done much for fox-hunting in the Belvoir country. Their coverts have ever been full of foxes, and the country round is as stiff, yet rideable and practicable, as any in Lincolnshire.

### MR. FERNIE'S.

Like the Belvoir, Mr. Fernie's Hunt have been forward in fulfilling their duty to England. Of the followers (among the best and boldest horsemen in England, as their country is one of the most severe to cross) they have sent 100 gallant men to the war. Of the horses (and there are none better, for a bad horse is no good in Mr. Fernie's country; that is, if you mean to see what goes on) there have been over 2,000 taken. Three noted riders to hounds from this country are already among the casualties, one, alas! being killed and two wounded. The day casualties, one, alas! being killed and two wounded. The day ended with a gallop that will remind absent friends of the truth that it is in this country the most brilliant chases of the season are often seen; but whereas some fifty men would have been on terms with hounds in such a run as they had from Hall's Spinney. and perhaps there might have been another 200 striving to see hounds, now the huntsman and his men and one follower only saw the run from end to end. The fox started from Hall's Spinney, a small covert from which it is easy to get away. The pack began with steady work, then the line warming as they went on (probably the fox waited somewhere), the pack drove over those wide, strongly fenced pastures towards Norton's Gorse and passed down from Stoughton. They found away from Norton's Gorse on the left and ran straight on to Stackley House. swept down the grass slopes to the brook and so by Stretton Hall on to Glen Gorse. The hounds checked, but, putting themselves right, took the line more slowly through the covert and on to Oadby. Those who know Oadby will not be surprised to hear that hounds lost their fox here. There is still much wire standing, but the fox chose a fairly practicable line.

### THE DISAPPEARANCE OF LORD ANNESLEY.

T is but a very short time ago that we were noticing the appointment of Lord Annesley to the command of one of our comparatively few armoured motors in attendance on aval Aeroplane Corps. Ever since that appointment Lord the Naval Aeroplane Corps. Ever since that appointment Lord Annesley has seen many adventures. He went up with his can to Antwerp, and was through the worst of the bombardment which preceded the final assault and capture of the town. He joined the retreating force and reached the coast in safety. Given a day or two's leave, he came to England, and on Thursday, November 5th, started from Eastchurch, with Lieutenant Becvor of the Naval Flying Corps as pilot, in an aeroplane to cross again to France and resume his duties. Up to the present time of writing neither Mr. Beevor nor Lord Annesley has been heard of in this country, and that despite the most anxious search by vessels and flying machines over the sea and by enquiries on the French and Belgian coast so far as the line held by the Germans. There is reason to fear the worst, that the machine went wrong and fell into the sea. On the other hand, it is pointed out that the weather was fair and the sea smooth at the time, and it seems scarcely possible, when the whole of the southern front of the North Sea is being subjected to such constant and anxious search with telescopes for a submarine's periscope, that such a big object as the wreck of a biplane could escape notice. The fact that the machine was of this form makes it the more singular that its behalf are the way of the fact that the more singular that its behalf are the way of the fact that the more singular that its behalf are the way of the fact that the more singular that its behalf are the way of the fact that the more singular that its behalf are the way of the fact that the more singular that its possible that the sea smooth at the time, and it is seems scarcely possible, when the sea smooth at the time, and it seems scarcely possible, when the way of the southern front of the North Sea is being subjected to such constant and anxious search with telescopes for a submarine's periscope, that such a big object as the wreck of a biplane could escape notice. that it should not be seen if it fell on the water, for while a mono-plane will lie nearly flat on the surface, a biplane, with its double horizontal areas, appears high above the water. There was some horizontal areas, appears high above the water. There was some haze over the French and Belgian coast, and the hope is that the aeroplanists mistook their way in the mist and landed within the German lines, possibly confusing Dunkirk, which was their goal, with Ostend. Some little confirmation is lent to this view goal, with Ostend. Some little confirmation is lent to this view by the statement that shortly after the time of their starting from Eastchurch an aeroplane, which might very well have been theirs, was seen from Ramsgate travelling at a great height and apparently making very much in the direction of Ostend.

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### THE BENEFIT OF INCOME TAX.

OR the remainder of the present financial year, and at least for the whole of the next, the rate of Income Tax is to be double what it was It may well be doubted whether many people have quite realised the significance of these new taxes. Under the Finance Act, 1914, an income of £4,000 would have had to pay nearly £290 for Tax, or 17s. 4d. in the £. This is increased by one third to £386. or 23s. 2d. in the £ for the present year, and next year will be £579, or 34s. 7d. in the £. On an income of £10,000 the corresponding rates are approximately 2s., 2s. 8d. and 4s. in the £, the actual amounts being £998, £1,331 and £1,996 respectively. For a really large income such as £50,000 the increase is from the old rate of about 2s. 6d. to 3s. 4d. for the present year, and very nearly 5s. next year, when the amount of Income tax and Super-tax payable will be no less than £12,329. Rebate of Income Tax is allowed on the amount paid for life assurance premiums up to, but not exceeding, one-sixth of a man's income. The benefit of this regulation, especially to policy holders paying a high rate of tax, is very great; and they can avail themselves of it with a clear conscience, partly because life offices pay rather more than their fair share of Income Tax, and partly because the proceeds of a life policy are savings which are commonly invested, the income from which pays Income Tax more or less in perpetuity. The effect of this rebate of Income Tax on premiums varies considerably with the kind of policy that is taken. Since the benefits are greatest for those with large incomes, to whom life assurance makes a strong appeal as a safe and profitable method of investment, it is appropriate to illustrate the consequences of the Income Tax regulations by a policy that is largely of an investment character.

A Ten Year Investment.

A TEN YEAR INVESTMENT.

I have, therefore, chosen for an example ten year endowment assurance, under which the sum assured is paid at the end of ten years, or at death if previous. The policy shares in the profits of the company, and I have assumed that they have been left with the office and will be paid when the policy becomes a claim. The age at entry is taken as forty, though the rates of premium and the results under this policy do not vary much with age. The annual premium to be paid in cash by the policy holder is taken to be exactly £100. If he is liable to tax at 3s. in the pound, he can pay £117 13s. to a life office, save £17 13s. of Income Tax and reduce his cash payment to £100. He buys £117 worth of life assurance for £100. For the current year 3s. in the pound is the Tax on an income of £20,000, but next year incomes of about £4,500 will have to pay 3s.

The Amount Guaranteed.

On referring to the diagram and looking at the bottom line, where no Income Tax is payable, we see what the life office gives in return for the £1,000 it receives in ten premiums of £100 each. The face value of the policy is £943. The left-hand curved line shows this amount of £943 on the line marked Tax od. If now we look at the line where the tax is 3s. in the pound, we see that the left-hand curve cuts it at £1,109, which we read off from the scale of amounts at the bottom of the diagram. In this case the life office has received £117 13s, instead of £100, the £17 being provided by rebate of Income Tax. This extra £17 pays for a further policy of £166. Thus to find the face value of the policy which can be obtained for a net cash payment of £100 a year we look for the appropriate rate of Income Tax, see where that line cuts the left-hand curve, and vertically below this point read off at the bottom the amount guaranteed by the policy.

The Bonuses.

The distance between the left-hand curved line and the middle line shows the amount of the bonus at the end of ten

years. This is £181 if there is no Income Tax; but if the Tax is 3s. we find that the bonus is £214. The middle curved line therefore shows the amount of the policy, plus the amount of the bonus, which is payable in cash at the end of ten years in return for a cash outlay of £100 a year. If there is no tax the amount is £1,124; if the tax is 3s. in the pound the amount is £1,323, or £199 more. This represents the gain from the Income Tax regulations on so small an outlay as £100 a year for ten years.

### INSURANCE PROTECTION.

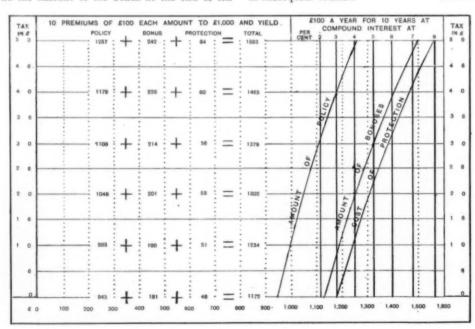
If a man dies after paying only one premium, his estate will receive something like £1,000 in return for a payment of £100, and each year of the ten some of the assured will die. Their own contributions are not sufficient to pay the amount of the policy and bonuses, and the deficiency must be made good by small contributions from all the policy-holders, just as in fire insurance the premiums of all the insured, whether they experience fires or not, contribute to the claims. The actual cost of this protection is shown in the diagram by the distance between the middle and the right-hand curves. This protection is of real value to the policy-holder, and a definite cost to the life office, just as the protection obtained from fire insurance is of definite financial value even though no fire occurs. When no Income Tax is payable, the cost of this protection is £48, and the net return to the policy-holder at the end of ten years is £1,124 in cash and £48 worth of insurance protection, a total of £1,172. When tax is 3s. in the pound the protection costs £56, which, added to the £1,323 payable in cash, makes a total of £1,379 at the end of ten years, in return for £100 a year paid in cash and £17 13s. a year of Income Tax rebate. Therefore, in the diagram the extent of the curving to the right represents the benefit of Income Tax; the curving is greatest when the tax is highest, and the amount of the gain can be read off on the scale at the bottom.

### THE YIELD PER CENT.

The diagram also illustrates the yield of the investment at compound interest free of Income Tax. The solid vertical lines marked 2, 3, 4, up to 8 per cent. show by their position on the bottom scale the amount of £100 a year for ten years at compound interest. If no Income Tax is paid the amount of the policy, bonus and protection yield a trifle less than 3 per cent., which is reasonable and satisfactory when we remember that out of the premiums the life office has to pay commission and expenses of management. When, however, the rate of tax is 3s. in the £, the return upon the investment of £100 a year is over 5½ per cent. compound interest: while even if we exclude the cost of protection and take the amount payable in cash for the policy and bonuses at the end of ten years, the yield is 5 per cent. compound interest. This large increase in the return is due solely to the result of rebate of Income Tax. It is to be hoped that the present rate of tax will not continue for long, but presumably we must expect it to be high for many years to come, and even lower rates than 3s. in the pound, here used as an example, make great improvements in the returns from life policies.

Recent experience in connection with depreciation proves the advisability of life assurance as a mode of investment when the security of capital is considered. There are many other attractions as well, and there are several reasons which make life assurance under present conditions more than normally advantageous. Some of these conditions will be dealt with in subsequent articles.

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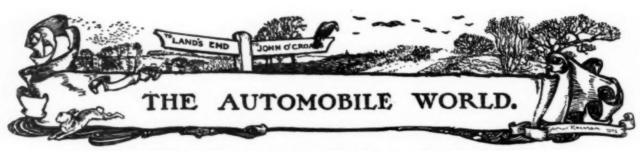
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### WARFARE. THE MOTOR IN MODERN

all know by this time that the use of motor wehicles 's not a mere incident in the present war, but is one of the great factors moulding the progress of all the armies engaged. Had the crisis been reached only five or six years ago, the whole course of events must necessarily have

been different. In that short interval not only have the aeroplane and the airship emerged from the fantastic into the practical but the heavy motor vehicle has established itself and created a great industry, affecting on the one hand the available supply of horses and on the other the whole system of commissarily of an army in the field. At the outbreak of war every country concerned promptly commandeered thousands of vehicles of one sort or another. The streets of Paris were entirely denuded of concerned promptly commandeered thousands of vehicles of one sort or another. The streets of Paris were entirely denuded of omnibuses, and a number of services operated by similar vehicles in London had to be materially reduced. Trading concerns were at a moment's notice compelled to do without their motor wagons, and manufacturers of heavy vehicles were called upon to earmark the whole or the greater part of their output for an indefinite period to meet the needs of their various Governments. While we recognise these facts, a good deal of ignorance prevails as to the system under which motor transport is actually employed. At some safe point behind an army in the field is established a base, at which supplies are gathered in large quantities and from which these supplies can be forwarded by rail to points as convenient as possible to the troops. Movements of advance and retreat lead to changes in the points on the railway to which military stores are sent

in the points of advance and retried lead to changes in the points of the railway to which military stores are sent daily. The terminus for these stores for the time being is known as "railhead," and some means must be provided for getting supplies up from railhead to the front. Some-

railhead may be quite near to the scene of active operations. scene of At other times it may be fifty miles or more away but in either case away ; food and warlike stores must be brought up to the front with perfect

regularity. The system, whether for the cartage of food or of ammunition, consisted in the provision of a number of échelons of horsed transport. I first échelon lowed close be-hind the troops, and the others at intervals representing about

half a day's march, each échelon coming into touch once in twenty-four hours with the one in front of it. By this means food or ammunition was gradually pushed forward in stages from railhead to another movable point known as "refilling" point, quite near to the rear of the army. From refilling point the supplies were carried by horsed vehicles and distributed in detail. Evidently a week or more might elapse between the time when food left railhead and the time when it became available to the men, and, consequently, dependence had to be placed largely on tinned and preserved food. At the same time, the old system of horsed transport meant that the lines of communication behind the army were more or less choked with unwieldy columns of horsed vehicles, stretching at short intervals along the main arteries between refilling point and railhead. Such a state of affairs conduces towards confusion in the event of retreat, and delays in the event of advance. hours with the one in front of it. twenty-four

of advance.

When the heavy motor was brought to a state of sufficient perfection to make its reliability dependable, the whole scheme of things was altered, for the simple reason that owing to its speed capacity the motor can catch up fifty or more miles in

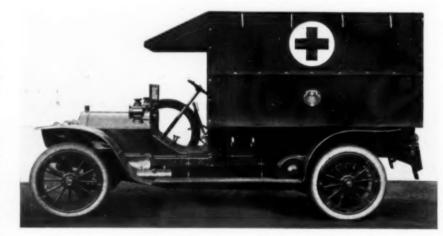
a day on the troops which it is supplying. Instead of a number a day on the troops which it is supplying. Instead of a number of horsed échelons, we find now a single convoy of motor vehicles. The lorries forming this convoy are loaded up in the early hours of the morning at railhead with supplies which, perhaps, only left the base on the previous evening. During the day the motors catch up with the troops and transfer their loads at refilling point to horsed vehicles, which still have to be used to some extent because roads are not always available. These horsed vehicles in turn hand over food supplies to the field kitchen, and in the course of the next day's march the food is cooked so that a hot meal is ready for the men in the evening. Under this system an interval of only about two days elapses between the time when, let us say, cattle are killed in the neighbourhood. the time when, let us say, cattle are killed in the neighbourhoo of the base and the time when a meal of hot, fresh beef is serve

to the troops in the field.

The new conditions of supply and transport affect othe services equally necessary in their own way. If the motor vehicl succeeds in making an army less dependent on the proximit succeeds in making an army less dependent on the proximits of railways and simultaneously makes possible the concentration of enormous forces over a large area, only the motocan effectively enable commanding officers to move with sufficient rapidity to get anything like a clear idea of the disposition of the troops under their control. Only the motor, again, can, with reasonable efficiency, deal with the great problem of getting wounded men back from all parts of the firing line, first to the field hospitals and then to the big base hospitals. Another sphere in which motor transport is almost, if no quite, indispensable is in the haulage of heavy guns of a calibre never hitherto used. Here the traction engine and the independent tractor find their true sphere of action; while for the other services already mentioned, the self-contained lorry is generally

lorry is generally preferred.

The crea-tion of flying corps entails a mobile base of operations Portable work of shops must be equipped, and either carried on or drawn by motors. Fast cars are wanted to assist in the work of ing, and so far as possible to ensure the safe return of aeronauts. Light lorries needed for the rapid transport of partially dismantled aeroplanes when



HOOPER AMBULANCE. Presented by H.M. Queen Alexandra to the Red Cross Society.

weather or some through the air other circumstances render their passage through the air impossible. Yet another sphere of work for the motor is to be found in connection with the operations of the screen of mobile troops which covers the advance of a main army and endeavours to ascertain the dispositions of the enemy. The prominent part which the armoured motor-car has taken in the early stages of the war has surprised everyone, and has perhaps distracted attention from the more essential but more prosaic work of the transport columns.

These brief notes serve to give only a very general and perhaps vague idea of the uses to which motor vehicles are being put in the great war, but they suffice at least to show that the whole course of operations has, to a great extent, been moulded by dependence on mechanical transport. Without its aid movements of large bodies of men would have been slower, scouting operations would have been less effective, the sufferings of wounded men would have been greatly increased and the work of aircraft would have been much restricted. Most important of all, the difficulties of providing the troops with regular supplies of nutritious food would have increased



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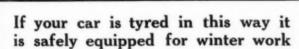
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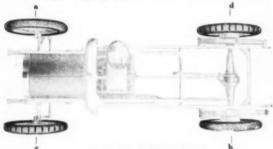
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to an unknown extent the risk of ravages by disease which in so many campaigns has proved even more fatal than the activities of the enemy.

### AGRICULTURAL TRACTORS.

FEW weeks ago we discussed the utility of that type of agricultural motor in which the engine and mechanism form one unit with the implement. Probably this type is the most promising from the point of view of farming conditions in England, where the land is generally cut into small fields, the soil is very variable, and gradients are commonly considerable. Moreover, the road and gradients are commonly considerable. Moreover, the road system in Great Britain is so complete that for purposes of general haulage the type of machine in any way ideal for agricultural purposes is usually much inferior to the type specially designed for use upon roads. In young countries, however, haulage upon roads—such as they are—is often little, if any, easier than haulage upon agricultural land, and consequently the machine purisable for the core duty is witable also for the other. Thus

upon roads—such as they are—is often little, if any, easier than haulage upon agricultural land, and consequently the machine suitable for the one duty is suitable also for the other. Thus, Mr. W. W. Hoy, general manager of the South African Railways, has given it as his opinion that in British South Africa the light tractor is the most suitable type of motor for general purposes, and also the best revenue producer, partly for the reason that it is not compelled to remain idle while its cargo is being loaded or unloaded. He advocates the use of light paraffin tractors for easy services and heavy paraffin tractors to draw trains of trailers across country. He finds that the working cost of operating paraffin tractors is in the neighbourhood of 3d. to 5d. per ton-mile of useful load. This figure refers to a very substantial type of machine, drawing, perhaps, twelve to twenty tons and travelling upwards of fifteen miles per day. Before going into further detail, mention should be made of the probability that, when the war is over, motor tractors will be required in very large numbers. It goes without saying that the supply of suitable horses will be, to some extent, depleted. Moreover, we may confidently anticipate that we shall then be faced with the duty of developing new countries which have not hitherto formed a part of the British Empire, while the terrible loss of able-bodied men will make the employment of modern machinery even more essential than in the past. It will, of course, be advisable to employ tractors of large carrying capacity wherever they can be fully utilised. Mr. Hoy's figure of 3d. per ton-mile of useful load could not be obtained under bad Colonial conditions with a comparatively small machine. Thus, an engineer experienced in the conditions obtaining in East Africa advises the use of a 40 h.p. tractor hauling on the average 3 tons, and puts the cost per ton-mile of useful load at approximately 1s. Intermediate between these two types in East Africa advises the use of a 40 h.p. tractor hauling on the average 3 tons, and puts the cost per ton-mile of useful load at approximately 18. Intermediate between these two types comes a machine which has just been completed by Messrs. Dennis Brothers to the instructions of Mr. Hoy. This is a tractor capable of hauling 9 tons at twelve miles per hour over hard roads. The engine is the same as that fitted to the Dennis War Office subvention lorry, and is nominally of 35 h.p. It is placed near the back of the vehicle, and from the clutch a long shaft runs forward to an aluminium easing containing a broad. shaft runs forward to an aluminium casing containing a broad, silent chain through which the power is transmitted to a lower shaft, and through this to the gear box, whence the final drive is through worm gear to the back axle. The tractor has large wheels, and a ground clearance of 40in.

wheels, and a ground clearance of 40in.

The Daimler Company standardise two types of agricultural tractor. The smaller has a 40 h.p. engine, and gears providing road speeds of two and a half and four miles per hour. It is designed to draw seven to fourteen plough discs, cutting 6in. deep, or to supply power for any other agricultural implements. The following estimate of cost is based on the fact that in a working day the tractor can plough ten acres in normal soil:

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|                                                                                                                                                                                             | £   | s.  | d.  |
| Petrol at 13 gallons an acre, at 1s. per gallon                                                                                                                                             | 0   | 17  | 6   |
| Oil, 1 quart to acre, at 1s. 6d. per gallon                                                                                                                                                 | 0   | 3   | 9   |
| Driver's wages, 6s. per day                                                                                                                                                                 | 0   | 6   | 0   |
| Ploughman's wages, 4s. per day                                                                                                                                                              | 0   | 4   | 0   |
| Interest, 5 per cent. on capital cost of tractor and ploughs—£500 for tractor, £80 for ploughs  Depreciation and repair, 25 per cent. on capital cost, including cost of spare shares, £580 | 0   | 1   | 111 |
| (taking 300 working days per year)                                                                                                                                                          | 0   | 9   | 8   |
| Insurance against fire, £3 per year                                                                                                                                                         | 0   | 0   | 21  |
| Cost per day, using petrol as fuel                                                                                                                                                          | £2  | 3   | ol  |
|                                                                                                                                                                                             |     |     |     |

The cost can be reduced by employing paraffin for all but starting purposes. In this case the expenditure of 17s. 6d. on petrol is replaced by an expenditure of 8s. 4d. on paraffin at 4d. a gallon, and 2s. on petrol. In both cases the estimates must evidently if the local prices of fuel are, as seems probable, higher than those assumed.

. .

Cost per acre ...

Another firm which has for many years past specialised in the production of agricultural tractors and now produces a good range of machines is Messrs. Sanderson and Mills. Their smallest types are admirably suited for use in Great Britain, and the larger machines for agricultural and haulage work in the Colonies. They have proved very successful in South Africa. They have proved very successful in South Africa the Colonies.

in open competition against the leading American makes. are, of course, adapted to run on paraffin, and fitted to drive stationary machinery as well as to haul cultivating implements or dead loads.

A type of tractor which possesses very peculiar qualities A type of tractor which possesses very peculiar qualities and is capable of extraordinary feats is that known as the "Caterpillar. In this design a kind of wide, endless chain surrounds the wheels, and enables the tractor to crawl along the ground on the outer sides of the endless chains. Steering has to be effected by partially locking the wheels on one side, so that to be effected by partially locking the wheels on one side, so that the machine skids round; when on really rough ground the tractor, of course, rolls badly, but it takes a very considerable hedge or ditch to bring it to a standstill. Of course, in any districts where solid fuels are available at low price and where reasonably good water is found with sufficient frequency, nothing can beat a suitably constructed steam tractor for all-round economy. Messrs. Mann and various other firms have specialised in this direction, their aim being not so much to reduce operating costs to an absolute minimum by the introduction of every conceivable refinement as to turn out machines which will not suffer under the hands of more or less machines which will not suffer under the hands of more or less unskilled drivers.

Generally speaking, the development of the substantial internal combustion tractor is a matter of the greatest possible importance, not only to agriculturists, but to all who are interested in the clearing and development of new lands, in mining projects and in timber. American manufacturers have done more, but not better, work than our own on substantial agricul-tural tractors. One hears a great deal of the use of these machines tural tractors. One hears a great deal of the use of these machines on the virgin soil of the great agricultural districts in the West, but many of those who have seen them in operation say that more often than not the ground is merely scratched and not properly worked. If this be so, the obvious remedy is to plough a smaller number of furrows at one time. Some of the manufacturers, however, tend to exaggerate the capacity of the tractors in order to persuade farmers that huge areas can be covered in a very short time and at a very low cost. British engineers, on the whole, are much more conservative in their estimates of what their machines will do. Consequently they are likely to lose a good many orders in the first instance, but by giving full satisfaction wherever their machines are placed, to obtain more satisfactory and sound business in the long run.

### BOOKS RECEIVED.

### POETRY.

son's Idylls of the King. Illustrated by Eleanor F Brickdale, (Hodder and oughton, 6s. net.) The Book of Georgian Verse, edited by William Stanley Braithwaite. (Duckworth 6s. net.)

### FICTION.

FIGTION.

The Woman Who Looked Back, by M. Ham'ston. (Stanley Paul, 6s.)
The Recoiling Force, by A. M. Champneys. Ædward Arnold, 6s.)
Valley of a Thousand Hills, by F. E. Mills Young. (J. Lanc, 6s.)
The Hidden Children, by Robt. W. Chambers. (D'Appleton, 6s.)
The Undying Race, by Rene Milan. (Stanley Paul, 6s.)
The Path, by Edmund White. (Methuen, 6s.)
Dregs, by Mrs. Victor Rickard. (Alston Rivers, 6s.)
The Rise of Jennie Cushing, by Mary S. Watts. (Macmillan, 6s.)
The Woman Ruth, by Curtis Yorke. (J. Long, 6s.)
Cairo, a novel, by Percy White. (Constable, 6s.)
The Veiled Life, by Mrs. Goldie. (Heinemann, 6s.)

BIOGRAPHY.

The Life and Times of Lord Stratheona, by W. T. R. Preston. (Eveleigh Nash, 7s. 6d.

net.)
A Great Peace Maker. Introduction by Viscount Bryce. (Heinemann, 10s. net.)
Flaubert, by Emile Faguet. Translated from the French by Mrs. R. L. Devonshire (Constable, 6s. net.)
Balzac, by Emile Faguet. Translated with notes by Wilfrid Thorley. (Constable, 6s. net.)

My Own Story, by Emmeline Pankhurst. (Eveleigh Nash, 7s. 6d.) Life of Sir John Lubbock, by Horace G. Hutchinson. Two vols. (Macmillan, 30s. nct.)

TRAVEL.

Thracian Sea, by John Helston, (Eveleigh Nash, 6s.) An Artist in Spain, by A. C. Michael. (Hodder and Stoughton, 20s. net.)

### NATURAL HISTORY.

Reptiles and Batrachians, by E. G. Boulenger. (J. M. Dent, 16s. net.) Birds of the Indian Hills, by Douglas Dewar. (J. Lanc, 6s. net.) The Mason Bees, by J. H. Fabre. (Hodder and Stoughton, 6s.)

MISCELLANEOUS.

Spacious Days, by Raiph Durand. (Murray, 6s.)

Wiscellaneous.

Spacious Days, by Raiph Durand. (Murray, 6s.)

Women the World Over, by Mrs. Alec Tweedie. (Hutchinson, 16s., net.)

Tales from Shakespeare, by Charles and Mary Lamb. (Hodder and Stoughton, 6s. net.)

Prisoners of War in France, 1804—1814, by Sir Edward Hain. (Duckworth, 7s. 6d. net.)

Germany and the Germans, by Price Collier. (Duckworth, 2s. net.)

A Wanderer in Venice, by E. V. Lucas. (Methuen, 6s.)

Pages from an Unwritten Diary, by Sir Charles Villiers Stanford. (Arnold, 12s. 6d. net.)

Women of the Revolutionary Era, by Lieutenant-Colonel Andrew C. P. Hageard, D.S.O. (Stanley Paul, 16s. net.)

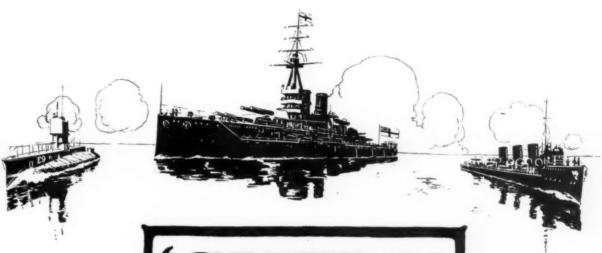
Memories, by John Galsworthy. Illustrated by Maud Earl. (Heinemann, 5s. net.)

Sailing Ships and Their Story, by E. Keble Chatterton. (Sidgwick and Jackson, 6s. net.)

The Admirable Crichton, by J. M. Barrie. Illustrated by Hugh Thomson. (Hodder and Stoughton, 15s. net.)

s and Shrubs Hardy in the British Isles, by W. J. Bean. Two vols. (Murray, 42s. net.)

42s. net.)
The French and the English, by Laurence Jerrold. (Chapman and Hall, 2s. 6d. net.)
Eton in the Eighties, by Eric Parker. (Smith, Elder, 7s. 6d. net.)
Argentina, Past and Present, by W. H. Koebel. (A. and C. Black, 20s. net.)
Imperialism and Patriotism and the European Crisis. (A. and C. Black, 5s. net.)
Seventy Years of Irish Life, by W. R. Le Fanu. (Arnold, 1s. net.)
With the Tin Gods, by Mrs. Horace Tremlett. (The Bodley Head, 12s. 6d. net.)
First Cousin to a Dream, by Cyril Harcourt. (The Bodley Head, 6s.)

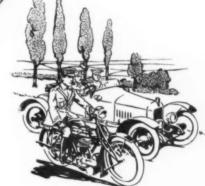


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Nov



### A HIGHLAND FOREST IN WINTER.

RECENTLY spent a week in a well known Northern forest shooting ptarmigan and hinds. We hoped for black game. As all the cocks I have seen from this particular locality are unusually fine birds, and at the latter end of November are in perfect plumage, I was the more disappointed at not seeing any. The weather was cold, with a biting wind, mist and heavy squalls of sleet and snow. We tried several drives in the birch woods above the loch, and killed half a dozen woodcock and a few grouse, but the black game, with one solitary exception, which circled round and whizzed down the glen like a bullet, had departed elsewhere. The first day we tried for ptarmigan. The mists were low as we rode out towards the forest, but presently the early sun glowed palely on the northern slopes of the glen and deluded us into the belief that the weather had settled. On the ridge we left our ponies, and soon the ferocious roars of some young stags told us that we were getting among the deer. A green humped hill, cut off abruptly to the west, was faced by another rock-strewn face a few hundred yards distant. Through the gap thus formed ran of old the main highway across Scotland from East to West. Here we were met by the stalker from the far beat who told us that he had just seen a big eleven-pointer, which was well known to my host. He wintered in the forest, but invariably moved off the ground towards the end of July and was never seen again until after the stalking season. could not see him from where we stood, but a walk of a mile brought us within sight of a bunch of stags. It was too far to make out their heads distinctly, though the eleven-pointer was distinguishable. Accordingly we moved in and soon found ourselves within a hundred yards of the deer. The big stag carried a fine head. His horns looked 36in., but my host, as good a judge of a head as any in Scotland, subtracted 4in., which was probably well over the mark. He looked magnificent, even among the fine stags who surrounded him, and I should have been sorely tempted had I met him with a rifle in my hand.

The hillside stretched northwards from the gap, streaked with brown gutters, snow patches and slides of grey rock. This was the ground on which we hoped to find our ptarmigan, and a careful spy revealed two or three coveys dotted about near the top. The little grey and white patches were almost indistinguishable amid the rocks and snow. We had lunch while a gillie climbed above them in an endeavour to move them lower down the hillside. The view to the west was magnificent, and the snow-bound corries of some of the finest deer ground in Ross and Inverness revealed to even an inexperienced eye how hopeless would be the endeavours of any crofter who might be so misguided as to endeavour to wrest a bare existence from the soil.

Three white specks whirled into the air as we climbed slowly up the hill below the gillie. They settled, and before the approaching danger induced them to take flight again, had increased to six. It was like a snowball which, rolled down a slope, ever increases in size. From six they rose to twelve or fifteen, then twenty, then twenty-five, until by the time a few shots had convinced them that the danger was real, a white, swiftly changing cloud of thirty or forty birds swung backwards and forwards along the hillside. They almost invariably swung outwards from the hill in whichever direction they eventually decided to go, giving the bottom gun some pretty driven shots. So far as the actual shot goes, as a rule, they provide poor sport. Often they lie so close that only an experienced eye can pick them up among the grey lichen-covered boulders. Often they will not rise until a shot fired within a few yards causes the survivors to seek safety in flight. You may scramble after them, so close that you might kill them with a stone as they toddle away with their comical, wobbling gait; still, they will not rise. When you stop, they stop, and, standing on the top of a rock, look back as much

as to say, " What on earth does this curious creature want with us ? " It is the surroundings of the little bird—the snow, the rocks, the heights, the strong, pure, austere winds of winter, chill and awful—which elevates their pursuit to the rank of true sport. No one who has failed to see the Highlands in winter realises the merciless severity of Nature, nor can he fully appreciate the everlasting power of the hills. It seems incredible, a source of perpetual wonder, that the hot, languorous, leafy opulence of summer should vanish in a few short weeks. seems when the woods have changed from green to a burnt, tired red, in which the rowans and cherries flame in a riot of scarlet and bronze, while the birches shed a shower of quivering gold with every autumnal breeze. Daily they sink into grey, spectral skeletons, while the hips and haws make vivid splashes of colour along the roadsides. Still, the wonder remains and annually recurs

That week is one which will often recur to my memory. Fourteen brace was our first bag, and a hare or two. The weather had changed for the worse when we awoke next morning. It was still bitterly cold, with a tearing, blustering wind which sent heavy folds of mist swirling and boiling into every corrie. I had twisted my leg among some rocks, so had to content myself with a book indoors. My host returned with fifteen brace of ptarmigan. The following day, the weather still being cold and misty, with occasional showers of snow and sleet, ptarmigan were out of the question. I was not sorry, as I knew it meant hinds. It did, and seldom have I enjoyed a day's hind-stalking more.

Charlie, one of the best and quietest stalkers I have ever met, was also a most delightful companion. We killed four hinds, though my leg still gave me a good deal of discomfort, especially when going down hill. A detailed description of every stalk would be tedious. There is something to be learned every time that one, to employ a phrase made dear by old associations, "takes the hill." I learned something that day with Charlie: "Always watch a deer that separates itself from its companions after the shot, however unlikely appearances may be." We got a few grouse and woodcock on the Thursday, another hind on Friday, despite some trouble caused by my glasses being wet with mist, and on Saturday, alas! drove down the glen for the last time. It is the lot of the few to enjoy such a variety of sport in mid-winter, obtainable as it is only in the Highlands.

### THE "MILLS" TOURIST SEAT.

OUR shooting readers need no introduction to Mills' Shooting Seat, whether in telescopic form made of aluminium or as an ordinary wooden stick with the handle as a collapsible seat. They are at once a convenience and a necessity which few of us care to be without at the covert side or when waiting for driven partridges-not, as the uninitiated may think, on account of laziness, but as a perfectly legitimate means of relaxing one's muscles between the drives and thereby conducing to steadier shooting when the birds are brought over. The "Mills" "Saddle" stool is certainly a stool de luxe, covered as it is with pigskin and padded with felt, with a pommel to prevent the user from slipping off. It is, however, rather from the tourist's point of view that we are thinking of the advantage of a "Mills" seat at such times as these, and we have before us a "Mills" tourist seat which. we think, meets a long felt want. Smartly and strongly constructed, it has almost all the advantages of the shooting seat with an extra lightness which is of no small importance when in use as a walking-stick, especially where ladies are concerned, and this latter consideration was no doubt in the minds of the makers in working out the question of weight. Moreover, the price, 12s. 6d., is very moderate, and the makers, William Mills. Limited, Atlas Works, Grove Street, Birmingham, will send fuller details to any reader should the seat be unobtainable from the local gunsmith or umbrella-maker.

## **Smokeless Cartridges**



Loaded with "Neonite" (30 gr.) Powder in Gastight Quality Case.



Loaded with "N.E." (36 gr.) Powder in Special Gastight Quality Case.



Loaded with "Stowmarket Smokeless" (33 gr.) or "N.E." (36 gr.).

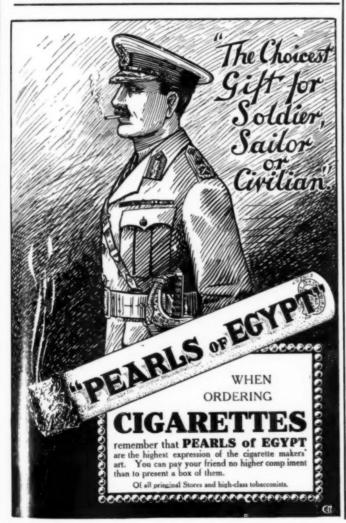


Loaded with "Stowmarket Smokeless"

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SOLE MANUFACTURERS:—

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# "Chairman'

Now, old comrades, I have here a jar of ye righte stuffe.

It burneth well and biteth not the tongue, but pleaseth with every pipe. So let us to a merrie evening, with good tobacco to banish dull care, and lend enjoyment to the passing hour.

'Tis Chairman! ye righte stuffe!!

BOARDMAN'S is the same tobacco milder, and

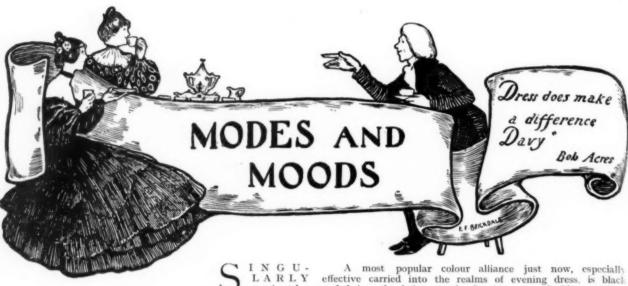
RECORDER the same but fuller flavoured.

6d. per oz. everywhere.

R. J. LEA, LTD., MANCHESTER.

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and unostentatiously La Mode is making herself felt. With hearts and minds only moderately interested, we are nevertheless slipping unconsciously into the new ligne decreed by the autocratic Dame, who will be obeyed. We have accepted the strange dictum of flare and flatness, an alliance couturières are pushing home in every conceivable direction. Among the latest expressions is a rest-gown—a short, practical affair that is at the same time sufficiently correct for drawing-room wear, or even a quiet home dinner. That it sets at naught all recognised canons in connection with tea-gowns may be at once gathered from the original design we offer of the departure, a confection I would suggest should be carried out in wool-back satin. For a fair-haired woman with brown eyes and dark lashes there is a lovely golden brown, one of the many tints one sees in a dying beech leaf, that would look especially well with the close-fitting sleeves of crèpe chiffon or Georgette in tone, and the deep Eastern sort of sash in some bright Bulgarian colourings, which would be picked up in the small pointed piece of hand-embroidery in the centre front of the corsage. Round the little scooped-out dècolletage a band of dark brown fur, skunk or skunk dyed opossum, is carried, and adds to the slightly Russian effect suggested by the deep band.

opossum, is carried, and adds to the slightly Russian effect suggested by the deep band.

The query, I make no doubt, will be hazarded as to the actual width the full skirt measures at the hem. Well, at a rough guess, I should say about three and a half to four yards; and doubtless the news will be of interest that skirts of transparent materials, such as tulle and ninon, frequently measure as much as four and a half yards at the hem. It is really scarcely believable that such a complete change can have come about in so short a time; and no stronger proof that we were ripe for it could possibly be found than in the rapid progress made by the movement while we are actually in the throes of this terrible war.

while we are actually in the throes of this terrible war.

One of the most enchanting little evening gowns imaginable, and as simple as simple, was effected in black Breton net and black velvet. The full gathered skirt of net was stitched round the hem with two widths of black ribbon velvet, and set on to a yoke also of the net, laid in flat, close pleats, and shaped to slightly upward line in front that was gradually drooped towards the back. The lower half of the corsage was practically a deep, slightly rucked band of black velvet, which was carried beneath the arms and terminated quite naturally and simply at a normal line, without any extraneous addition in the shape of band or sash; while the upper part was nothing more nor less than a cape of clear net, mounted over flesh colour, and trimmed at either edge with a narrow, glittering line of black jet. The ensemble was enchanting.

ensemble was enchanting.

As black, alas! will, despite several efforts to discontinue the wearing of mourning, be much in evidence this winter, considerable attention is being given to a proper selection of materials and styles. Face cloth of a dull finish promises to be well patronised, and makes up charmingly. In the distance this fabric might be mistaken for charmeuse, but a closer inspection reveals the slightly heavier folds. It seems almost certain that with the new and fuller styles, finer materials must take first rank; and it is fortunate that this is so, since the much vaunted velours delaine is coming to an end, as it hails from Austria and no more is forthcoming. Also, I believe I am right in thinking ratine and duvetyn chiefly come from the Continent. Anyway, weighty stuffs are doomed, save for the entirely simple and severe tailor-mades. But the success of the season in tailoring realms is the covert coating suit, arranged with a freely cut, low-belted coat. This, as the saying goes, has caught on furiously, and ready-to-wear examples are rampant. One detects at once, however, those of superior cut, finish and general value, a fact I would specially urge to the consideration of those who are disposed to regard the fancy as already verging on the ubiquitous. It is a pity, of course, from one point of view, that cheap ready-to-wear plagiarisms are made so easy nowadays; but it will be found that cut will tell enormously, and in the execution of that no one excels our English tailors.

A most popular colour alliance just now, especially effective carried into the realms of evening dress, is black and beige, the beige mostly figuring as a doublure, and so usurping the position of the one-time inevitable white. When black Chantilly lace is used at all in this connection, it is of the most shadowy description, and rests on the foundation like the veriest thistledown. Ah me, how lovely dress will be once we have time to take it up seriously again! Meanwhile, as I remarked above, fashions are progressing far more quickly than seemed likely or possible a few weeks ago.

L. M. M.



REST-GOWN IN THE COSSACK STYLE.





the most Aristocracy substitute recognise that it is genuineno more No better to spend fabulous artificial Pearl than sums on the Sessel genuine Pearl exists. utiful Collar of Sessel Pearls with Plain Gold Clasp . \$4 4 0
I Diamond Clasps with Sessel Pearl, Emerald, Sapphire, or from \$2 2 0 Brochure on request, post free. SESSEL, 14, NEW BOND STREET, LONDON, W.

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With an Introduction by Horace G. Hutchinson.

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### A FEW PRESS NOTICES:

"This very beautiful volume is a collection of Mr. G. D. Armour's drawings, beat ifully reproduced, and most tastefully mounted. . . . We heartily thank him for howing us so much pastime in such good company."—Field.

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A Illustrated Prospectus of this book and a Catalogue of all the notable books in the "Country Life" Library free on application to the Offices of "Country Life," 20, Tavistock Street, Covent Garden, W.C.

### THE MERITS OF ACETYLENE.

HE cheapness of acetylene as a lighting and heating medium has been fully recognised in the past, but of recent years improvements have been made, and users of the A I plant with A T O Z carbide realise that they have effected a very drastic economy in illuminants, a complete installation of sixty lights costing, with fittings, from £60 upward, while the maintenance runs from £6 10s. according to the lights used. Just now, of course, cheapness is an all-important point, but when it is allied to light of an excellent quality it is all the more desirable. In this direction, acetylene has many advocates among the gentler sex, as it is a soft yet brilliant light, requiring no mantle. The flame, indeed, is simply that of a greatly intensified candle which lends itself to the use of practically any kind of fitment and therefore to any apartment without incongruity. Both as regards the actual light and the working acetylene is an extremely clean gas, free of fumes and deposit and absolutely safe and reliable. plant is of the simplest. There is no engine, so that no skilled attendant is required to look after it. The dullest house-boy can do all that is required in an hour or so each week, or any out-

THE LATEST ACETYLENE PLANT.

telligence The plant, being compact, takes up room, little and the absence o f mantles means that the initial outlay on fittings is practically the only one, barring the rare renewals such as are required by any coal-gas burners.

door man of ordinary in-

Some idea of the satisfactory qualities of acetylene lighting may b e obtained from the fact that over 3,000 complete installa-

tions have been carried out by the Acetylene Corporation during the last fifteen years, and at the present time it is interesting to note that the system is being introduced very considerably into military huts and temporary buildings for troops, etc. Where extensive lighting is required, a regular plant has been installed, and in other cases self-contained hand or flare lamps are employed

Users of acetylene, moreover, need have no fear that the war will interfere with the supply of carbide. The corporation have several depôts in England, Scotland and Ireland, at convenient centres, from which the carbide can be easily supplied. Another point to be noted is that formerly the refuse, or sludge, used to be considered purely a waste product. It has now been shown, however, that if exposed to the air until thoroughly slaked, it makes an excellent dressing for garden or farm, where lime would otherwise be bought for the purpose. We have seen it put to the test with most satisfactory results. It should be stored in a pit till in a condition to handle, then placed on the land in heaps till thoroughly dry, after which it should be lightly scattered; but it must not be taken straight from the plant to

A final economy, and indirectly a means of employing labour, we would suggest to our readers, may be effected by placing their order for an installation now. Like many other firms, the Acetylene Corporation have sent many employés to the war, but work has still to be found for the remainder and

in order to do this they are prepared to make only the cost of labour, material and establishment charges in giving estimates for new plants at the present time. These estimates, and full particulars will be supplied on application to the Acetylene Corporation, Limited, 49, Victoria Street, Westminster, S.W. or to their Irish branch at 19, Crow Street, Dublin,

### FOR TOWN & COUNTRY

A PLEASANT SMOKE.

A PLEASANT SMOKE.

It is a generally accepted axiom that a smoking mixture ought to combine a good flavour with coolness and mildness; but, as smokers know, it is very difficult to find the ideal blend. The average seems to be composed of Virginia and Latakia in varying proportic s, and nothing else. Any departure from this that has plenty of flavour is generally too strong for the general smoker, while the milder the tobacco, the hotter it is. We would recommend those of our readers who are in search of a good all-round smoking mixture to try the "Luntin" brand, prepaired by Messrs. Thomson and Porteous, 105—109, Leith Strong, Edinburgh. The "Luntin" is not the outcome of a chuck-as because of the control of the con of long and careful experimentation by men who thorougly understand the properties of the different kinds of tobacco which they worked. The result is a most satisfying smoperfectly cool and with a delicate flavour which does not particularly the properties of the different kinds of tobacco which they worked. To quote the poet it is:

Sweet when the morn is grey Sweet when they've cleared away Lunch; and at close of day Possibly sweetest.

It is sold in packets of 10z. and 20z. and in quarter pound tin  $s_\epsilon$  which may be obtained from all high-class tobacconists.

### A WAR-TIME MOTOR MASCOT.

A WAR-TIME MOTOR MASCOT.

In times of peace our taste in motor mascots might best have been described as generally flippant, hence the Gollyword, the Teddy Bear, or the grotesque policeman who adorned the bonnet of many a car. But fantastic conceits jar upon the more serious mood of the present day, and to those who, liking a mascot, have banished their policemen and gollywogs and are at a loss for some suitable emblem to take their place, we would suggest the Kitchener doll, brought out by Messrs. Hamley Brothers, Limited. The demand for this doll is enormous, and the makers are supplying them as fast as they can be made. The price is are supplying them as fast as they can be made. The price is 12s. 6d., and, considering the extremely good likeness of Lord Kitchener and the close attention to every detail in the uniform, it is wonderful that they can be supplied at such a low figure.

### "HOLIDAY HAUNTS" GUIDE.

The Great Western Railway Company announce that their annual publication, "Holiday Haunts," is now in course of preparation for the 1915 season. There is no doubt as to the excellence of this guide from the standpoint of the hotel proexcellence of this guide from the standpoint of the notel proprietors and boarding-house keepers, as it enjoys an immense circulation among the holiday-making public. Full particulars respecting the insertion of announcements can be obtained at the stations and offices, or will be forwarded post free upon receipt of a postcard by Mr. Charles Aldington, Superintendent of the Line, Paddington Station, London, W.

### THE CATTLE SHOW.

Our readers will be glad to know that the Smithfield Club Cattle Show, which is to be held at the Royal Agricultural Hall from 7th to December 11th, has obtained an excellent entry his year. The Cattle Show has always been a national of stock this year. The Cattle Show has always been a national institution, and the Smithfield Club are to be heartily congratulated on keeping on "business as usual."

### MR. FREDERIC HARRISON ON BATH.

We have just received a charming little booklet on Bath which on inspection proves to be a reprint of an article from the pen of Mr. Frederic Harrison, which appeared in the Cornhill Magazine a few months ago. Of books on Bath the name is. Magazine a few months ago. Of books on Bath the name is, of course, legion, but few have realised the spirit of the beautiful old city so aptly as Mr. Harrison has done, even in his title, "The Old Garden City." "Here," says he, "are, first, the most important Roman buildings in our island; one of our great mediæval cathedrals; the best English examples of Palladian architecture adapted to city planning; a river valley that may hold its own beside the Thames at Marlow and downs great mediæval cathedrals; the best English examples of Palladian architecture adapted to city planning; a river valley that may hold its own beside the Thames at Marlow, and downs that may challenge the racecourse at Goodwood." If its ciric monuments do not stand first in the land, its Roman balls certainly have no equal. They were at the zenith of their fame a hundred years ago, and although they have now entoted upon an epoch of even greater medical renown, their popularity has brought no access of modern architecture to spoil the exquisite eighteenth century city. Bath stands serene and dign ed, a city of beautiful buildings, lavish parks and gardens, and terraced walks, planted amid a district of such natural curm as few parts of Southern England can boast, but to whice the gifted writer of the booklet has done ample justice.

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#### THE LEADING TWO YEAR OLDS.

EMORABLE because in the course of it we became involved in the most terrible war yet known in history, a war still raging with undiminished fury, the racing season of 1914 came to an end last week at Manchester, and,

in accordance with our annual custom, we at once proceed to deal as best we may with the form shown by the leading two year olds, as foreshadowing their prospects for the more important of the races to be decided next year. It may at once be said that none of them has shown clear superiority; no one of them stands out with an unimpeachable title to rank as the champion two year old of the season.

At the close of last racing, the compiler of the Free Handicap for two year olds felt justified in paying The Tetrarch the compliment of allotting him 10lb. more than the "next best" colt of the season. This year the same handicapper finds a margin of 4lb. sufficient to bring the six best colts of the season together, and the difference between the best and the second best he does not estimate at more than 1lb. That slight margin of superiority is in favour of His Majesty's unbeaten colt, Friar Marcus, by Cicero out of Prim Nun, by Persimmon out of Nunsuch, by Nunthorpe out of La Morlage, by Doncaster. It is rather upon his own good looks and the fact that he has never been beaten than upon

any particularly brilliant performance that the reputation of Friar Marcus must for the time being rest, though it is also distinctly in his favour that his careful and experienced trainer, Richard Marsh, is willing to go so far as to say that he thinks him to be a good colt. We need not, 1



FRIAR MARCUS, BY CICERO-PRIM NUN.



W. A. Rouch. LET FLY, BY WHITE EAGLE-GONDOLETTE.

Copyright.

think, take the "head" by which he beat Snow Marten, to whom he was giving 6lb. in the Prince of Wales' Stakes at Goodwood, as a true measure of his form, for he had been amiss, and was more distressed than the loser when he pulled up.

The race, however, did him good, and he had no difficulty whatever in giving Lamplugh-a recent winner-10lb. and an easy beating in the Rous Memorial Stakes at Newmarket. But the probability is that the most reliable guide to his form as a two year old was that supplied by his running in the Middle Park Plate, and the measure of it depends upon the style in which he beat Redfern by three parts of a length. Take the form as it stands, it puts him about 2lb. in front of Lord Cadogan's colt. For my own part I am inclined to think that he won with a bit in hand, and hope to see that opinion borne out by his running next year.

If we take Friar Marcus' running with Redfern into account, we must, too, credit Roseland with the form he showed when in the New Stakes he split Let Fly and Redfern, to both of whom he was attempting to give 7lb. This was a strongly contested race, having for result that Let Fly beat Roseland by a neck, Redfern only losing second place by a head. There is, however, this about it: that the respective running of Let Fly and Redfern, curiously consistent performers all through the season, would seem to indicate that the form was true. Were it so, Roseland would seem to be about 5lb. better than Redfern, and therefore, if anything, a little in front of Friar Marcus.

It is possible, however, that Redfern did subsequently make some improvement, and that Roseland is in effect 1lb. behind Majesty's colt-on this year's running-and at this I leave him, with the notion that he will not be so near Friar Marcus in merit next year. Roseland, I may add, is engaged in the Two Thousand Guineas, the Derby and the St. Leger, and is by William the Third out of Electric Rose, by Lesterlin out of Arc Light, by Prism out of Petrel, by Peter, a pedigree more suggestive perhaps of speed than stamina, though it might not be wise to forget that William the Third himself was a stayer of the first class, sire, too, of Willonyx, winner of the Ascot Stakes, the Ascot Gold Cup and of the Cesarewitch with 9st. 5lb. in the saddle. Pommern, a very blood-like colt by Polymelus - champion sire of the season out of Merry Agnes, by St. Hilaire, is rather He may be quite a good difficult to place. colt; some good judges account him the best of the year, basing their calculation to a certain extent upon the consummate ease with which he beat King Priam, from whom he was receiving 8lb., in the Imperial Produce Plate at Kempton Park.

These calculations might easily misleading, for it is doubtful if King Priam was at anything like his best on that day. The going had been very hard for some time, and, the colt being a trifle "straight" in front, it is more than probable that, as suggested by his appearance, he had been leniently dealt with in the way of fast work; he had, moreover, none the best of the luck of the race. If the Imperial Produce Plate form was true, Pommern is certainly entitled to a good deal of credit, for, as the race was run, he beat King Priam by all the 8lb. he was receiving, and King Priam had previously beaten Mr. E. Hulton's smart filly, Silver Tag, very easily at weight for sex. Neither Pommern nor King Priam has been seen in public since they met at Kempton Park, and it may be well to suspend judgment as to their respective merits, the more so as in both of them there is scope for improvement. Pommern does not, by the way, show much resemblance to his sire, but does favour his grandsire, Cyllene, especially about his hindquarters.

Mr. E. Hulton is fortunate in being the owner and breeder not only of Silver Tag, the best filly of the season, but of Torloisk, a rangy, racing-like colt, got by Gallinule out of Jongleuse, by Juggler out of Grand Prix, by St. Simon out of Selection, by Hampton. Gallinule was an old horse-twentyeight years old - when he got Torloisk, and it may be that the colt is delicate of constitution; he looks as though he would, at all require a good deal of care if he is events, to develop strength in accordance with his size and scope. His last four races he won right off the reel, the last being the Prendergast Stakes, in which he gave 3lb. and a half-length beating to Cattistock, to whom, by the way, Roseland gave 3lb. and much



REDFERN, BY ST. DENIS -- A LADAS MARE.



KING PRIAM, BY YOUR MAJESTY-TIBERIA.



W. A. Rouch. POMMERN, BY POLYMELUS-MERRY AGNES. Copyright,



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more of a beating in the New Stakes. None the less, Torloisk is distinctly a colt of promise, and as a two year old has, I think, shown himself to be not far below the best of his year, not more than 3lb. or 4lb. at the most.

We now come—we should, perhaps, have done so sooner—to those two determined rivals, Redfern (owned by Lord Cadogan) and Let Fly (the property of Colonel W. Hall Walker). So close and consistent has been their form that even now it is difficult to say which is the better of the two. They have tried conclusions four times. Twice Let Fly has won once by a head and a neck, once by a short head; twice Redfern has had the best of the argument, once by a head, once by a neck.

by a neck. Whatever may be in store for them next year, these two colts have between them supplied us with the most interesting two year old racing of the recently ended season, and if my own inclination goes slightly in favour of Redfern, it is because, on his last meeting with Let Fly, Colonel Hall Walker's colt was the fresher of the two; for Redfern had had a severe race with Friar Marcus some ten days before. Redfern is by St. Denis, out of a mare by Ladas out of Redwing, by Gallinule out of Merry Maiden, and it may be added that St. Denis himself is a remarkably well bred horse, being by St. Simon out of Brooch, by Blue Green out of Orna-ment (dam of Sceptre). Having demonstrated his ability to get such a colt as Redfern, 48 guineas does not seem to be anything but moderate fee for his services. Colonel Walker's colt, Let Fly, is by White Eagle out of Gondolette, by Loved One (sire of Doris, dam of Sunstar) out of Dongola, by Doncaster, and is therefore a remarkably well bred colt, his sire, White Eagle, being by Gallinule out of Merry Gal, by Galopin out of Mary Seaton, by Isonomy. White Eagle was himself a good racehorse, showing beautiful quality, not a little of which he has transmitted to his son, Let Fly. Next in order of merit to the colts-eight in number-already mentioned come, perhaps, the colt by Orby out of Glaze, and Manxman, by Troutbeck out of Mangaline, by William the Third out of Vampire (dam of Flying Fox). In the Middle Park Plate Manxman finished third, half a length behind Redfern, a further threeparts of a length behind the winner, Friar Marcus, running which, if true, would put him little more than 4lb. behind the best two year old form of the year. As a matter of interest, I append the Free Handicap estimate of the ten colts dealt with, from which it will be seen that, in the opinion of the handicapper, a matter of 6lb. serves to bring them all together: Friar Marcus, 9st.; Roseland, 8st. 13lb.; King Priam, 8st. 11lb.; Torloisk, 8st. 11lb.; Redfern, 8st. 10lb.; Ballaghtobin, 8st. 10lb.; Pommern, 8st. 8lb.; Let Fly, 8st. 8lb.; colt by Orby out of Glaze, 8st. 8lb.; and Manxman, 8st. 7lb. (the weight allotted to Manxman should probably be raised about 3lb. on his running in the Middle Park Plate). Before closing this brief notice of the leading two year olds, I should perhaps mention that, not being in a position to size up Irish form, I have not said anything about Ballaghtobin, but he may be quite a first-class colt, for he has won all his races in Ireland with ease. He is by Morganatic out of Fiorenza, by Orvieto out of Rakestale, by The Rake. His sire is an extremely well bred horse, by St. Simon out of Molly Morgan, by Morgan out of Sissie, by Muneham out of Saga, by Thormanby. T. H. B.



ROSELAND, BY WILLIAM III.-ELECTRIC ROSE.



SILVER TAG, BY SUNDRIDGE—SILVER FOWL.



W. A. Rouch. TORLOISK, BY GALLINULE—JONGLEUSE.

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OR more reasons than one we again call the attention of our readers to these inventions. On previous occasions we have, after practical demonstrations, testified to the wide range of usefulness and of intellectual enjoyment provided by the micro-telescope, since which the optical system, especially for photography, has been materially improved, both in the domain of photo-micrography and tele-photography. When it is realised that with one and the same instrument one has, in addition, a range of vision from the stage of the microscope to infinity, that microscopic observations can be made 12 inches away with a magnification up to 200 diameters, microscopic objects may be projected on a screen, and that everything is always seen in stereoscopic relief, it will be admitted that there is hardly any walk of life in which it will not be of some value. At this season it forms an ideal Christmas gift.



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A. F. ROYDS. County of London.



JAMES B. SCOTT. Royal Fusiliers.



MAURICE WEBB. the Architectural Assoc.)



CLOUGH WILLIAMS-ELLIS. Captain, Artists' Rifles, 28th 2nd Lieutenant, 5th Battalion 2nd Lieut, R.E. (President of Lieutenant, Empire Battalion Royal Fusiliers.

MR. RUNCIMAN was so kind as to refer some months ago to COUNTRY LIFE as "the Keeper of the Architectural Conscience of the Nation," and the interest of the paper and its readers extends to those members of a great profession who are the makers of that conscience. We are all concerned just now with more strenuous interests than those of domestic architecture, hence the irregular appearance of our articles on the "Lesser Country Houses of To-day." Many of the men whose work has been illustrated in that series have abandoned the pencil T-square for the rifle and the sword, and we are glad to give the portraits of some of those whose names are familiar to our readers in a more peaceful capacity. Many of them have partners who are carrying on their work, and for others the Architects' War Committee has made arrangements whereby colleagues are keeping their practices in being. The gallery would be a larger one were it not that many who should appear have already left England, and their photographs are unobtainable.

Their great forerunner, Inigo Jones, saw his share of fighting, for he was at Basing House when it suffered siege by the Parliament's army, and was taken prisoner when it fell. He was then over seventy, and too old a man to bear arms, but doubtless his engineering skill helped the King's men in their heroic defence. In 1669 Sir Christopher Wren joined the ranks of the Honourable Artillery Company. In the fervent days of the Italian Renaissance the professions of architect and military engineer were one. That great Veronese architect Sanmicheli was the only begetter of the pentagonal system of fortification, from which Vauban developed the defences that have made his name famous. Michelangelo not only completed St. Peter's but defended Florence for the Republic, and Philibert de l'Orme, his great contemporary in France, was Inspector of Fortifications before he designed the châteaux of Anet and Chenonceau. The peacefulness of our shores since the Parliamentary Wars has given few architects the chance to bear arms during the last two and a half centuries. Sir John Vanbrugh, however, was soldier as well as herald and dramatist before he took to architecture and designed Blenheim Palace as a monument of the nation's gratitude for the great Duke of Marlborough's victorious career. We wish God-speed to those whose circumstances have enable them to follow an early tradition.



HE lover of Sussex who does not dwell within its borders is hard put to it to make a choice when inhabi-tants argue for the supremacy of either woodland or down. Mr. Kipling and Mr. Hilaire Belloc woo our judgment for the eminence of the Downs, but there are many who yield their devotion to the kindlier forest ridges where Kent gathers the waters of the Medway. Nowhere at least does the county wear a richer aspect than about that old domain of the Sackvilles, Buckhurst Park. Lye Green, Withyham, is just south of the park, and looks to the rising ground, which reaches its highest at Crowborough Beacon. The little estate of which Bingles Farm is the homestead belonged for seven centuries to the forbears of Earl De La Warr, from whom it was lately purchased. For nearly half that time the farm must have stood there, for the heavy chamfered roof

beams mark the reluctance with which its builders shed mediæval traditions of carpentry. And Bingles is carpenter's work above all, in walls as well as floors. The onslaughts



GARDEN FRONT FROM NORTH-WEST.

of weather drove the eighteenth century owners to hang with tiles some of the walls, but the fine timbering of the gable end, seen as we approach the farm from the road, is

justly prophetic of the whole fabric. At the time when Bingles was built, North Sussex owed its prosperity to the wood of the Forest. It is said that Hole's Farm, now a pair of cottages a few hundred yards away, covers the site of one of the old Sussex iron foundries, and that Bingles itself was once the pay house of the local in-dustry. As late as the beginning of the eighteenth century, railings for St. Paul's for St. Paul's Cathedral were cast at Lamber-hurst, but the industry was then moribund, and the lack of coal prevented Sussex



ENTRANCE FRONT FROM NORTH-EAST.



THE HALL SCREEN.

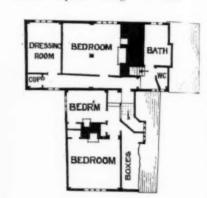


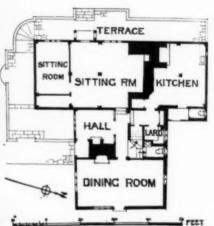
LARGE SITTING-ROOM.



SMALL SITTING-ROOM,

growing into a Black Country. As it was, Ashdown Forest was largely, and St. Leonard's Forest almost wholly, denuded of trees by the charcoal burners who fed the ironfounders' furnaces. An interesting relic of the days when Bingles took part in the charming trade of casting iron fire-backs and the like was lately found buried there—a single iron fire-dog. Its design combines the torso of a blackamoor with a delightful arrangement of dolphins, all modelled in a more delicate manner than the Elizabethans were wont to employ. It may be that the ironfounder got it from Italy to serve as a stock pattern, and found it too refined for his customers, for I know no others like it. When Sir Howard Frank acquired Bingles it had





GROUND & FIRST FLOOR PLANS.

long been in use as a farmhouse, and though the main fabric was in an unusually sound state, any amenities within, such as the modelled fire-backs, which were made near by so freely, had disappeared, the interior was smothered with paint and paper and the chamfered beams buried in plaster. However, these skin-deep disfigurements were removed when Mr. Melville Seth-Ward undertook the slight remodelling of the house plan which modern needs dictated. Not the least charm of the place is that the alterations were in truth slight. A little old building is too often merely an excuse for additions in a pseudo-antique fashion, so vast that the original core is smothered. It is a method of house-building matched by the furniture-maker



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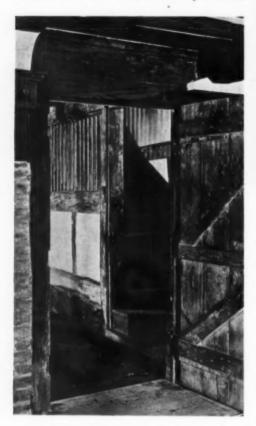
changes on the ground floor were

enough to make the

charming

comfortable bathroom.

who finds half a cabriole leg and "restores" it into a Chippendale settee. The only addition to Bingles is a very small lean-to by the kitchen door. Some old window frames in the attic door. Some old window frames in the attic gables were reopened so that the top storey could be used once more for bedrooms, but no liberties were taken with the roof by the addi-



STAIRCASE SEEN FROM DINING-ROOM.

interiors which our pictures show. A new door was made on the south side, giving entrance to the present hall, and part of the "wattle and daub" of the inner wall was removed, so that the main timbers remain as an open screen. The old dairy was thrown into the adjoining room to make a dining-room. The old farm kitchen became the sitting-room. This is the more delightful for the stout oak post in the middle, which is carried up through the bedroom above to the roof. The old wash-house has been transformed into a well fitted kitchen. All this has been done, and the fabric of Bingles remains in all essentials the same, yet strengthened to stand a few



THE DINING-ROOM.

tion of any centuries more as a true and unsophisticated fragment of old Sussex carpentry. Standing by the main house are a typical oast-house and barn, which were turned into a motor house, apple store under etc., and the whole group has been welded together by a the tiles at the north-

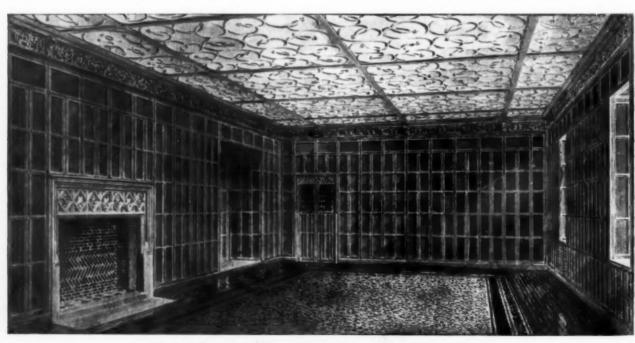
garden scheme of paved terrace and pool garden.

Bingles is altogether a happy example of the good results of leaving well alone, of taking a little house which is historical, despite the fact that a name and a legend are all of it that can be called history, and repairing it simply and well. If the original Bingle were to revisit his farm, he would, no doubt, be astonished at the skill with which his dairy has been swallowed up into the dining-room, and at the furniture of his own day which has been collected to grace the house; but he would not lose his way in a new billiard-room or any of the whimsies too often added to an old fabric. He would merely find his home renewed in architectural honour. That is a proceeding which may justly be called a "restoration," and calls for nothing but praise.

L. W.

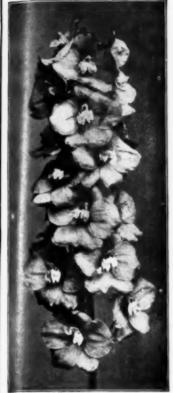
#### STRUCTURAL **CHANGES** AT WESTMINSTER PALACE.

R. LEWIS HARCOURT'S reign at His Majesty's Office of Works gave a new vitality to the activities of that important department. Until his time the Palace of Westminster has undergone little change since its first building under Sir Charles Barry. As the labours of the legislature have increased, fresh demands have been made on the building, and there has been considerable difficulty in meeting them.



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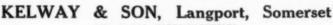
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Mr. Harcourt adopted a vigorous policy of necessary change, and this has been continued under Lord Beauchamp, the last, and under Lord Emmott, the present head of the Office. The latest development to be undertaken will bring into use a range of important rooms on an upper floor, which will now be reached by a lift instead of by awkward staircases, which made them practically inaccessible. More important, however, is the creation of a new tea-room, which incidentally shows the change of habits of the Members of the House of Commons. It has been wisely decided not to follow in its treatment the elaborate castiron character which Pugin gave to the general details of the Palace.

The attitude of present-day architecture towards Gothic motives grows markedly simpler. We have become tired of the restlessness which comes from treating everything in the elaborate fashion of a tabernacled reredos. The drawing now reproduced shows that the new tea-room will be lined with sober panelling. Its richness will be derived from a notable series of coats of arms which have been designed by the skilful hand of Mr. Dorling. The heraldic scheme will illustrate the tremendous times in which we live, for the shields will include the National Arms of the Allied Nations as well as the emblems of the Dominions who have come to the aid of the Mother Country. It is expected that the work will be completed by next spring, and we shall then hope to illustrate some details of a particularly interesting example of modern heraldic art.

## ARCHITECTURAL BOOKS.

LORE OF THE PARISH CHURCH.

The English Parish Church, by J. Charles Cox. (Batsford.)

NO one is more competent to give a broad and accurate story of the parish-church, both in its national and architectural aspects, than Dr. Charles Cox, and the book is well balanced. The parish church was primarily a place of worship, but hardly less the general place of assembly for the villagers bound together by their equality before the altar. The parish was a social and political unit, unaffected by manorial lordships or the government of the king, self-contained and self governed. Its constitution was lay rather than spiritual, and though the chancel of its church was controlled by the rector, the nave was the property of the parishioners. Not only did they maintain and beautify it, but they often built it. This much Dr. Cox sets out in his first chapter, which shows that the common life of early England was centred in the parish churches. He next traces the development of plan from the twelfth century type of simple nave and chancel to the elaborate fifteenth century churches with chapels flanking the chancel, aisles to the nave, tower and porches. A typical series of plans shows this very clearly. The third chapter traces architectural styles. We have all been brought up on the Rickman-Parker chronology of Early English, Decorated and Perpendicular, but Dr. Cox pleads wisely for the general adoption of Professor Prior's add.tional category of Geometrical to come between Early English and Decorated.

It is a sign of the more reasonable spirit in which buildings are now studied that the fourth chapter is devoted to materials and their use. They represent a governing influence on design, which the prophets of the Gothic Revival failed to perceive. Finally, Dr. Cox shows us how to use our eyes, and tells us what to note in a parish church. Incidentally, he tries to bury many old delusions. The parvise is not the room often found over a porch. There is, indeed, no such word, but a parvis is the court in front of a church. Low-side windows were not used as lepers' squints, for the excellent reason that lepers were not allowed inside churchyards. Nor were they lychnoscopes, a horrible word, suggesting that people peeped through them at the sepulchre lights. A more reasonable explanation is that these shuttered apertures were opened so that the sanctus bell might be heard outside. The incised crosses found on the jambs of porches were not consecration crosses, and so forth. The book is altogether a most useful handbook for the great and growing class of people who want to study their parish church with intelligent accuracy.

## THE RENAISSANCE.

The Architecture of Humanism: A Study in the History of Taste, by Geoffrey Scott. (Constable.)

THERE is no study so clouded by obscure and worn out controversy as the history of taste and, in particular, of the æsthetics of architecture. Mr. Geoffrey Scott's contribution is of particular value, not so much by reason of h's conclusions, for they need a second promised volume for their full statement, but because, by a process of exhaustion, he has cleared the ground of several fallacies which have cumbered it too long. It need scarcely be said that the Architecture of Humanism is the product of the four centuries of the Renaissance, limited in this case to its manifestation at its source, Italy. Mr. Scott claims that "it is only an æsthetic analysis in the strictest sense which can render its history intelligible, or our enjoyment of it complete." This may well be accepted, but only thirty-four pages out of two hundred and sixty-three are devoted to the "humanist values" which the author finds at the core of artistic effort from Brunelleschi to Bernini, and his analysis is neither complete nor convincing. Shortly stated, it is this: We identify ourselves with the apparent state of a building and so transcribe ourselves into terms of architecture. We unconsciously invest all buildings with

human movements and human moods, and so transcribe architecture into terms of ourselves.

It follows from th's that the mainspring of design is a series individuals within very wide which must vary for limits. Mr. Scott discusses them in relation to space, mass, line and coherence, but so shortly that it will be wiser to await the promised sequel for the expansion of his positive theory, and concentrate sequel for the expansion of his positive theory, and concentrate rather on the negative conclusions which clear the way for it. He takes his starting point from the phrase of Sir Henry Wetton, a great English humanist, who was himself adapting Vitruvius. "Well-building hath three conditions: Commodity, Firmness and Delight." To achieve "Firmness" architecture needs to accept the limitations of material and to conform to scientific standards in its constructional adventures. modity" marks its subservence to the general uses of mankind, and the architect is thus constrained by the complicated and often ill-balanced demands of racial idiosyncrasy, social habit and religious practice. The success with which these two objective conditions are satisfied goes far to decide whether architecture is good or bad, but the asthetic judgment defers rather to the achievement of "Delight," the disinterested desire for beauty. Mr. Scott complains that the two kinds of architectural criticism mainly in vogue, historical and dogmatic, have muddled the springs and diverted the stream of thought to the conditions of "firmness and commod ty," with the disastrous result that the element of "delight" has been wholly neglected when it has not been misconceived. He says of the purely æsthetic impulse that it has its own standard and claims its own authority, and proceeds to analyse series of fallacies which have deprived the artist during the last century and a half of the freedom to which he is entitled. "Hardle ever, save in matters of mere technique, has architecture been studied sincerely for itself. Thus the simplest estimates of architecture are formed through a distorting atmosphere of unclear thought." The prolonged ascendancy of the Romantic movement resulted in architecture. being judged in terms of literature. Poetic sensibility modified the dogmaarchitecture as well as politics and gloried in the remote and strange.

The Romantic impulse impinging on an art so closely conditioned by concrete fact produced incongruity, failed to assimilate the old to the new, and evolved no technique or organisation capable of expressing the new ideas. Archeological orthodoxy held sway at first and admitted Gothic "whimwams" (the word is Gray's) only as an amusing exotic. Batty Langley's attempt to "improve" Gothic by investing it with a straight waistcoat of rules was never more than preposterous. His "Gothic Umbrellos to terminate a view" are now seen in their true comic light—indeed, his books are a very joy. Nevertheless "the art itself is shifted, more and more, from the art itself to the ideals of civilisation" implied in the Romantic movement, and the classical spirit, which had remained stoutly creative even through the wildest vagaries of Baroque, took its death-blow. Naturalism and the cult of the picturesque completed the ruin. So much for the Romantic fallacy, which Mr. Scott sets out with the greatest liveliness and clearness.

Perhaps the most steadily recurrent arguments of the last fifty years have swirled about the relations of construction to design, which, we agree, "is the fundamental problem of architectural æsthetics." Ruskin's eloquence was able to persuade his generation that architecture's aim should be good construction truthfully expressed, and that Greek and Goth alike had achieved righteousness in this way; but his amazing gift for twisting evidence to the destruction of Renaissance ideals and practice no longer persuades. Mr. Scott acutely says of the Renaissance "it realised that, for certain purposes of architecture, fact counted for everything, and that in certain others, appearance counted for everything." To allow the evidence of construction to overwhelm the aesthetic idea is to abandon art to science and to confuse the issue with what is neatly called the Mechanical Fallacy. When Ruskin left the technical platform with his shot at "the absurdity of construction during the Renaissance and condemned its "corrupt moral nature" with fervour of a Hebrew prophet, he established the Ethical Fallacy in a firm hold on less informed opinion. He thus imparted to aesthetic questions an odium theologicum which made their cool consideration impossible then and difficult even now. The fact that Baroque was closely identified with Jesuits and the Counter-Reformation enlisted the whole forees of Puritanism (save Pugin) on the side of Gothic as against the Renaissance. The disadvantages of the conflict were that æsthetic considerations came simply to be disregarded in a welter of words in which "the prophets Samuel and Jeremiah usurp the authority of Vitruvius.

To the politically minded the Renaissance stood as the art of the aristocrat, sharply contrasted with the socialistic Gothic of Morris' News from Nowhere. Ranke's description of the raising of the obelisk before St. Peter's gives no colour to the idea that the Renaissance slave-craftsman toiled joylessly and irrel'giously at his task; indeed, it is a picture of superb enthusiasm. Mr. Scott demolishes very cleverly the unctuous criticism of Sentiment. The Biological Fallacy, which our author next attacks, applies the laws of organisms to the æsthetic idea. Because the Renaissance did not fit into the scheme of an orderly evolution, but was based on Taste and not on Nature, it was called capricious and unmeaning, but for the criticism which Mr. Scott applies we must refer the reader to the book. The penultimate chapter on "Humanist Values" is disappointing because it is not a full constructive argument, but a sketch for one. Mr. Scott does not give us a complete theory to replace the fadac es he has shattered. We are therefore very grateful for what he has given us, and not a little curious as to whether his skill and persuasiveness will be as marked in constructive as in destructive criticism. The last chapter, "Art and Thought," is a plea for the simple but sensitive perception of artistic values, and the abandonment of over-theorising. We wait with interest to see if Mr. Scott can bring conviction to his forthcoming statement of the humanist position.

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# VEGETABLES FOR THE FRONT.

ITTLE attention has been paid in this country to the drying of vegetables, partly, no doubt, because there is always an abundant supply of the fresh material for the use of the inhabitants, and partly because our somewhat laissez-faire policy has enabled us to somehow muddle through with our supplies to troops, etc., and our troops, who as Englishmen are not so accustomed to a vegetable diet as the continental nations, do not greatly miss the vegetables are purchased in considerable quantities for both the Army, Navy and our merchant and passenger shipping services, and this supply comes mainly from Germany, so that at the present time the supply is cut off. The question therefore arises, "Is this an industry which we ought to establish in this country, so that in war time there will be no interference with the supply of what is really a necessary food?" To-day we are hearing a great deal of the capture of German industries, and unless due care be taken in the campaign of capture, some serious mistakes may be made. The reasons why some departments of industry are in German hands are many; it may be that the natural conditions of Germany favour the particular production; that the German methods of organisation, of production and of sale, of the utilisation of scientific control and research, of obtaining and exploiting labour, are more suitable than the English. It can be of no earthly good to this country to establish an industry during the temporary paralysis of German trade, only to see that industry revert to Germany at the conclusion of the war on account of conditions which we cannot maintain here at a time of peace and free competition in international manufacture, and all the energy and capital we have employed not perhaps entirely wasted, but not put to the best and most lasting economic use. This partial waste of capital and energy may be advisable and even necessary in the case of the production of necessities, the absence of which in time of war would handicap our capacity for most effective action,

granted that vegetables can be so styled—is one of those cases where it is the duty of the State to encourage the establishment of the industry of manufacture. There is another point of view that might be urged—the conservation of a food supply in time of glut. It is a well-known fact that this year there has been enormous waste of both vegetable and fruit foodstuffs, owing to many causes which cannot well be here enumerated. A business man, before he embarks his capital and organising ability on an industry, satisfies himself on two points: first, that the supply of raw material is ample and not liable to serious fluctuations over which he can have little control, and, secondly, that the market for his products is a continuous one and not merely the outcome of extraordinary social or economic conditions. If we put the establishment of the dried vegetable industry in this country to the test of satisfying these two requirements, there is in the first place an ample supply of the necessary raw material—Potatoes, Turnips, Carrots, Onions, Cabbage, Brussels Sprouts, these being the vegetables for which there is the greatest demand and which can be dried very satisfactorily. But is the market sufficiently assured to warrant the employment of capital and organising ability with a prospect of an adequate financial return? The chief purchasers would be the caterers for our troops, either in the field or in camps or other locations where a fresh vegetable supply is impracticable, either by reason of the absence of production or on account of the cost of transport. Our Navy on the high seas would also require vegetable foodstuffs, and by carrying a reserve store of the dried products would be independent in times of stress of the fresh supplies. Our large passenger services and Mercantile Marine would also consume some quantity, and the increasing trade in "compressed" soups, of which dried vegetables form a considerable part, would also absorb some of the products of the manufacture. It might also be possible to gain a

purveyors of such material on the Continent, and with a cheap supply of raw material and up-to-date methods of manufacture it might be possible to gain a footing in foreign markets. The dried vegetable foods in general consumption at the present are Rice, Lentils, Peas and Beans; but these are very different to those which we have mentioned, and to take the case of one food which is popular among our soldiers, stew—be it Irish or hot pot—Potatoes, Onions, Turnips and Carrots are indispensable, and the result is equally satisfactory whether the vegetables be fresh or dried. The methods of drying are fairly simple, but must be modified according to the vegetable. Hot air with either a natural or forced draught under ordinary atmospheric pressure may be employed, and if a vacuum be employed, less heat is required. As the vegetables in the condition in which they are grown are bulky compared with the dried product (1lb. of dry vegetable being manufactured from 8lb. to 10lb. of fresh), it is important that the process be a rapid one, or the output will be small and the expense of drying comparatively large; but care must be taken to avoid discoloration or charring of the material by too rapid or too great a heut. The processes are being carefully investigated at the Wye Arithelm of the material by too rapid or too great a heut. The processes are being carefully investigated at the Wye Arithelm of the grower and to the manufacturer, and it is perhaps we have the consideration of the Government departments whether is not necessary that such an industry should be establised in the country, so that in times of emergency a supply of such a valuable foodstuff should be available without the necessary to of having recourse to a foreign supply, subject, as at pressed, to complete stoppage.

## MASTERS OF PAINTING

Botticelli, by Julia Cartwright. Holbein, by Ford Madox Huef Raphael, by Julia Cartwright. Watts, by G. K. Chestert (Masters of Painting Series: Duckworth.)

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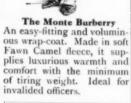


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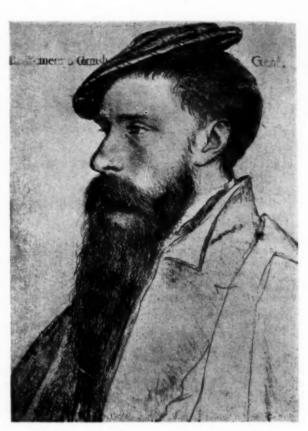
photogravures for 3s. 6d. will help to remove the reproach that volumes on art subjects are generally too dear for the ordinary book buyer. The disadvantage of republishing ten year old books without revision is rather marked in the case of Mr. Chesterton's Walts, for it talks of the painter as though he were still alive. For all that, it is refreshing to read the wise paradoxes about the great Victorian preacher in paint, who was stoic even more than Puritan. He believed in the priesthood of the artist, and painted his great symbolisms without ever the use of a symbol. In one way Watts is not unlike Rodin. He neither followed a school, nor founded one, and had little contact with his fellow artists. The Pre-Raphaelite wave passed him by, and other movements, like Impressionism, left his message and his manner untouched. Mrs. Ady (Julia Cartwright) writes in a very different way, less stimulating, perhaps, but with the technical knowledge of painting to which Mr. Chesterton does not pretend. She feels bound to join in the common acclaim of Raphael as Prince of Italian painters, but her other volume, on Botticelli, seems written with a greater pleasure. The very mastery of Raphael was the outcome in some sort of a character peculiarly gracious and serene. There is no high passion in his pictures, but a perfect reasonableness, an equable acceptance of beauty in the Greek spirit. Botticelli was otherwise. The placid virgins of his earlier work, the exquisite spring-like freshness of the Venus Anadyomene gave place in time to a certain suppressed passion. This Florentine, who began under the gay and gentle influence of Fra Filippo Lippi, and later owed much to the Pollaiuoli, was to find his ultimate interest in the overshadowing influence of Savonarola, who touched the painter's brush with the flame of his own conviction. There are few things in the history of Italian art more astonishing than the long suppression of interest in Botticelli's work. His rediscovery and the pinnacle of appreciation on which his art i

In a day when the Teutonic alien has become an obsession, it is wholesome to remember our debt to the German Holbein. Mr. Ford Madox Hueffer's critical faculty has been well employed on this great man. He marks for us the gulf between the art of Dürer and of Holbein. With the latter the decorative idea in painting received a shrewd blow. He was the first of the moderns. Shrewd, doubting all things like his contemporaries of the New Learning, casting away symbols, rejecting visions, a realist



BOTTICELLI'S PORTRAIT OF A MEDICI LADY. (Frankfort.)

among dreamers, his function was to paint the things as he saw them for the God of things as they are. Perhaps there is no more convincing sign of his modernity than in the influence he has on the present day. What, for



HOLBEIN'S RESKYMER OF CORNWALL.
(Windsor collection.)

example, does not Mr. William Strang owe to those amazing chalk portraits which are so rich a possession in the King's Library at Windsor? Holbein was as truthful in his portraits as in the savage realism with which he painted the terrible half-closed eye of the Dead Man (Basle). It was in a good day that he came to England and became Henry VIII.'s official portrait painter. The King himself, Anne of Cleves (now at the Louvre), Jane Seymour with her pursed-up mouth—they all carry an overwhelming conviction. The Castle of Windsor, not of Arundel, houses The Duke of Norfolk (which, with two other illustrations from this series, we reproduce by the publishers' courtesy). The dour eyes and tight-shut mouth, the firm grasp of the left hand on the staff of office—these are the revelation of a man set down without sentiment and with effortless truth

truth.

These four volumes would be valuable, if for no other reason, for the good range of portraits which they give, for the portrait by a great artist is not only one of the finest vehicles of powerful technique, but on its surface may be examined at one time and in one spirit not only the history of artistic development, but "the proper study of mankind."

## HUNTING IN KHAKI.

FOUR YEAR OLDS IN THE FIELD.

LL my readers have seen the interesting correspondence in COUNTRY LIFE on a national scheme of horse breeding. A scheme to be national must be in accordance with the national character, so that as many people as possible may be induced to take their share in the work. There are two points that almost everyone is agreed upon: First, that any scheme for breeding horses must be, as it were, founded on fox-hunting; secondly, that horse breeding must be made to pay. The difficulty, as all my readers who have had any experience will agree, is to reduce the expense of keeping young horses from the time they are weaned until they are four years old. No doubt the Government will help by buying young horses and boarding them out with suitable people on reasonable conditions. But we shall have to do our share if, as is likely, hunting is recognised by the Government and permitted freely by farmers and landowners for the sake of what hunting men have done for the country and will do in the future. I think it is now a year or two since I first suggested that more hunting people should buy young horses, and that it was a duty that one-third of our hunting horses should be four year olds. For those who are horsemen and do not mind the lightheartedness of a young



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horse there is much to be said for riding young horses in the hunting field. A dear friend of mine who has long ago given his life for his country made it a rule to take out a young horse for his morning hunt, an older one being sent out as second horse. He hunted in the Shires, and rode hard after the manner of the officers of the gallant regiment to which he belonged. He had the share of falls which must come to every thorough rider to hounds in High Leicestershire. He told me that he had far fewer falls and not such serious ones when riding his young horses as when mounted on some old favourite. An old hunter, pleasant, no doubt, to ride, is something of a fatalist about falls and gives himself up to his fate, rolling over his rider in cases when a young horse would have saved the fall or scrambled somehow out of the way of his rider. Looking back over a long list of falls, every serious fall I have had has been from the back Thus it is both a duty and a pleasure to ride young horses in the morning, but we must go home early or send the horse back. When the ground is neither hard nor very deep, a four year old is none the worse for half a day's hunting, always provided that he is not too long out of his stable. There is another point that our duty to our country demands. That is to keep our stables cool. I find that quite a number of horses that have been commandeered are suffering from colds. The best plan with those horses which we hold in trust for the country and are hunting in the meantime is to leave the top half of the door of the box open day and night. We ought, also, I think, to keep one or two mares

#### HUNTING FOR OFFICERS ON LEAVE.

I foresee that we are going to be rewarded for keeping hunting going by feeling that we are doing a service that perhaps we had not thought of, to those who are fighting for us. Presently, as the war goes on, it will be found necessary to give the officers leave. Every man, however capable or brave, gets stale after some months' campaigning, and as the officers can be spared it is sound economy to give them a rest. Now hunting is an ideal distraction for an overwrought man. You simply cannot think of anything else while you are hunting; above all things you cannot talk about the war or spies. For the time being the world is limited to certain fleeting white specks in front, to two pricked ears, a tense neck showing the veins under the satin skin, and, perhaps, one or two grass fields. Our officers are fortunate when the time comes to have the opportunity and taste for hunting to act as a nerve and brain tonic.

## PACKS THAT HAVE TRAINED MEN FOR WAR.

There are some packs which, owing to their situation, have had some share in the training of officers, and two at least-the Cattistock and the Linlithgow and Stirlingshire-have had noncommissioned officers in their fields. I believe the practice of sending men out hunting on troop horses was not altogether favoured by the War Office; but in view of the fine work done by the Scots Greys, which was one of the regiments that adopted this method, it might be considered in the future whether cavalry soldiers as well as officers should not be given the opportunity of riding across country. We have all read of Commander Samson and his armoured train and the £1,000 the Germans offered for him alive or dead. I hope they will not get him. He is a keen hunting man, and I shall never forget the way he used to send a hireling along in the Whaddon Vale with the Cattistock. I think none of those who were his comrades in the hunting field have ever doubted that if the opportunity came, Commander Samson (he was a lieutenant in those days) would gain no small distinction. Doubtless the many officers who hunted with the Cattistock have profited by the training given. Indeed, Captain Jones Mortimer, one of the many officers of the Somerset Light Infantry, who used to come out with us, has already been mentioned in despatches. Another country in which a good many young soldiers and their elders have gained a knowledge of hunting is the Cotswold. Some time ago we gave in Country Life an account of this pack. If the reader will look at the Cotswold Hunt horses (also illustrated in COUNTRY LIFE), they will note the power and quality of the hunters. Well, the reason of this is made perfectly plain if we find ourselves in the Gloucester and Tewkesbury There is much grass, and there are hedge and ditch fences It does not take much rain to make the going deep, and power and blood are wanted. One of the best hunts took place in that nice strip of vale which you see on each side of the road as you drive from Gloucester to Tewkesbury. The right-hand side is Lord Fitzhardinge's country. was a travelling fox, I fancy, from Hatherley Wood; but the pack were close to him at the start. The hounds pressed him

for that critical first five or ten minutes that so often kills a fox in the long run. Then he turned. Spreading out over the meadows towards Moorfield after a turn to the right, the pack carried a beautiful head. To my mind a pack of hounds carrying a head over grass, forty moving as one and sweeping over the fences, is a glorious feature of hunting. The fox and hounds turned across the main road, and then back again soon after, the hounds carrying the scent over the road without a hover. Coomb Hill Coverts steadied them. A tired fox never leaves quite so warm a scent as a fresh one. For a time it was hunting, but we were still going on when a thrill ran through the pack; hackles went up, the bloodthirsty ones raced to the front and the fox was fairly killed. The course of the hunt was almost circular. It was, however, a splendid lesson in riding to hounds. A judicious rider might have seen all the best of it without tiring his horse, simply by watching hounds and taking the inside of the turns.

#### LORD FITZWILLIAM'S.

This is another pack not so well known to fame as others which has, I believe, sent as many men and horses to the front as any in England. From the Master to the second horsemen most of the staff have gone and not a few horses. Lady Fitzwilliam is keeping the hunt going. This is a pack which hunts in a colliery district, and perhaps some of us may recollect Lord Fitzwilliam said that the colliery workers were good friends to loxes and the hunt. The pack represents some of the best lines of the old Milton blood, and these, like the Cotswold, were portrayed in these columns. There is just one side to the country, which borders on the Grove country. This is beyond the circle of railways which surround part of the Wentworth country with a chain of steel. Here the pack hunted a fox for over forty minutes. The pace was good, the fences simple, but the fox had the best of it after There was quite a large field. Most men who could go on service have gone, but it must be remembered that those who work in iron and steel works and in collieries, in whatever capacity, are doing hard, necessary and sometimes dangerous work for their country.

## BOOKS RECEIVED.

#### SOME CHILDREN'S BOOKS.

SOME CHILDREN'S BOOKS.

A School Girl's Diary, by May Baldwin. (W. and R. Chambers.)
Edrick the Outlaw, by Escott Lynne. (W. and R. Chambers.)
Father Tuck's Annual. (Raphael Tuck and Sons, Ltd.)
Chatterbox News-box. (Wells, Gardner, Darton and Co.)
Sunday and Everyday. (Wells, Gardner, Darton and Co.)
The Prize. (Wells, Gardner, Darton and Co.)
A Hero of the Afghan Frontier, by A. M. Pennell. (Seely, Service and Co.)
The Romance of Piracy, by E. Keble Chatterton. (Seely, Service and Co.)
Told in Gallant Deeds: A Child's History of the War, by Mrs. B Lowndes.
S. net.)
Deccan Nursery Tales, by C. A. Kincaid. (Macmillan, 4s. 6d. net.)

Deccan Nursery Tales, by C. A. Kincaid. (Macmillan, 4s. 6d. net.)

#### POETRY.

un the Outposts, by Cullen Gouldsbury. (Fisher Unwin, 3s, 6d, net.) Book of Sussex Verse. Edited by C. F. Cook. (Combridges, 2s, net.

## NOVELS.

The Women we Marry, by A. S. Pier. (Werner Laurie, 6s.)
The House at Norwood, by William Patrick Kelly. (Arrowsmith, 6s.)
A Green Englishman, by S. Macnaughtan. (Smith, Elder, 6s.)
A Prop in Infinity, by Gerald Crogan. (John Laur, 6s.)
Arcadian Adventures with the Idle Rich, by Stephen Leacock. (John Laue, 3s. 6d.)

#### MISCELLANEOUS.

The Lighter Side of School Life, by Ian Hay. Illustrated by Lewis Baumer. (T. N. Foulls, 5s. net.) Foulis, 5s. net.)

The Surgical Anatomy of the Horse, Part V., by John T. Share-Jones. (Ballière, Tindal and Cox, 16s. 6d. net.)

Sir John French, an Authentic Biography, by Cecil Chisholm. M.A. (H. Jenkins, 1s. net.)

How to Study the Old Masters, by Charles H. Caffin. (Hodder and Stoughton, 6s. net.)

ady Modern Painters, by Charles H. Caffin. (Hodder and Stoughton.

The House Fly, by C. Gordon Hewitt. (Cambridge University Press, 15s net.) The Development of the European Nations, 1870-1900, by J. Holland Rose. (Constable, 7s. 6d. net.)

7s. 6d. net.)
Life of Benjamin Disraeli, Earl of Beaconsfield, Vol. III., by W. F. Monypenny and
G. E. Buckle. (Murray, 12s. net.)
Rallan Gardens of the Renaissance, by Julia Cartwright. (Smith, Elder, 10s. 6d. net.)
The Spauish Dependencies in South America, by Bernard Moscs. (Smith, Elder, 21s. net.)

net.)
A Woman in China, by Mary Gaunt. (Werner Laurie, 15s. net.)
The Money Moon, by Jeffery Farnol. Illustrated by E. Blampied. (Sampson Low 10s. 6d. net.)

A Book of Simple Gardening, by Dorothy Lowe. (Cambridge University Press, 2s. net.) Victoria and Albert Museum Portfolios: Tapestries (Parts I. and II.) (H.M. Stationery Office, 6d. cach.)

On the Trail of the Opium Poppy (two vols.), by Sir Alec Hosie. (G. Philip and Son. 25s. net.) ass. net.)
Rubaiyat of Omar Dog-Yam, by A. Safroni-Middleton. (T. Murby and Ca., 1s. 6d, net.)

18. eu., net.)
The Prussian Officer, by D. H. Lawrence. (Duckworth, 6s.)
Southern India, Painted by Lady Lawley. Described by F. E. Penny. (A. and C. Black, 20s. net.) Black, 20s. net.) Our Villa in Italy, by Joseph Lucas. (Fisher Unwin, 5s. net.)

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## AGRICULTURAL NOTES.

THE POTASH OUESTION.

NE of the most valuable constituents of manure, both artificial and natural, is unquestionably potash. Farmers have realised more and more in recent years the great value of this ingredient for nearly all forms of cropping, and the possibility of supplies of "bag" potash being largely cut down owing to the condition of things on the Continent will be viewed

by many with alarm. The potash in the soil is derived from rock constituents, among which felspars play an import-ant part, and this substance, by its weathering down, helps in the formation of a soil which is of a heavy type. Accordingly, the clay type of soil is less likely to be naturally deficient in potash than light soils, and in actual practice potash manures are found of the greatest service on light land, though, of course, the loss by drainage is great if the soil is too loose and free. Potash is present in artificials usually, as the sulphate or the chloride, and sulphate of potash and chloride (or muriate) of potash are two familiar mediums for applying it. There are, in round figures, folb, per hundredweight of the element in the former and 70lb. per

hundredweight of it in the latter, while an average sample of kainit contains about 18lb. to the hundredweight. Hitherto the value of a pound of potash in the crude state has been in the neighbour according of 2d. Under future conditions, however, the price may go up to a figure which will render the economic use of these manures out of the question. There are some crops in particular where the "bag" potash will be particularly missed. The wheat crop itself, if adequately dunged, rarely

here it is fortunate that, as a rule, a fair amount of nitrogen is wanted, and even barley may be given dressings of potash combined with nitrogen in organic manures. Cabbages are especially fond of the ingredient, and mangolds improve in sugar content, rapidity of maturing and yield, when potash is applied. Its convenience of application and help in resisting fungoid pests are further advantages of the "bag" form of potash. The catalogue might be extended indefinitely, but



SOWING ARTIFICIALS.

such a proceeding would be merely analogous to crying over spilt milk. It is worth while to consider in a broad way what steps can be taken by the farmer to replace the loss of these concentrated forms of potash by increasing or preserving that available from other sources. These sources may be regarded as practically confined to the soil itself, and the mineral portions of waste organic substances such as plant and animal refuse and farmyard manure. As regards the potash in an average

soil, there is an ample supply present, but this may be in such a condition that it is of no use to the plants. Tillage and frequent stirring of the soil is the only way to bring sufficient of the stored-up potash in such a soil into action, and more and more care will have to be devoted to thorough cultivation. Frost and air must be let into the ground as much as possible, and losses by drainage minimised by keeping it as constantly under a crop as can be managed.

The making and treatment of farmyard manure is of great importance. Its original composition depends upon many factors, the first of which to consider is the litter and the food from which it is produced. As more and more reliance will have to be placed on it as a source of potash, we may say that the ordinary average rations are usually fairly rich in this

material, and that the main thing to watch is that the matter voided from the animal is carefully and well preserved. With regard to the other two important manurial constituents, nitrogen and phosphates, it may be briefly pointed out that the amount present in the manure will not only be dependent upon the amount present in the original food, but also very largely upon the animal to which it is fed, the treatment or condition of the animal, its age and so on, because varying



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requires dressings of potash artificials; and as we are told to grow more wheat, there is a compensating factor discernible here. Barley improves enormously in quality when dressings of potash are applied to it, but it is, unfortunately, in many cases a dangerous plan to supply it with potash in the shape of organic manures, as there is great danger of the nitrogenous constituents in them causing the barley to become "laid" or go flat. On light soils most crops will be the poorer for their lack of potash, but

"Not once or twice in our fair Island story, the path of Duty was the way to Glory."-Tennyson.

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proportions of these two constituents will be used up by the animals and never be voided at all. For example, calf putting on bone, or a milking cow, will be greedy of the phosphates in the food to a far greater degree than a fattening bullock. This is, to a lesser degree, true of the potash, but for the purpose of a general survey of this type we may take it that practically all of it will be voided and find its way into the liquid and solid excreta. Having got our potash, it is then our duty to keep it. Nitrogen is greatly lost from manure by its disappearance as a constituent of certain gases, and despite the greatest care and scientific effort, there is always an appreciable loss in this way. Potash, however, is not subjected to this danger, and the most fruitful source of loss is by the washing away of the liquid from the manure. Accordingly it is important to use an adequate amount of absorbent litter to thoroughly mop up and hold the liquid both in the farm buildings and in the yard or dungstead. Where these are properly connected up with a tank the loss is small. Peat litter is found to be a better absorbent than straw, though it is rather slower to decay in the soil. Again, the manure, if not spread at an early date, should be kept in water-tight steadings protected from rain by some sort of cover, if only a blanket of soil. If these things are duly observed, we shall not lose much of the potash, which we pay for in the food in cash or labour. As we may have to rely so largely on farmyard manure in the future, it is evident that bulk is an important consideration. It may be taken that on a stock farm of average type about five tons per head may be reckoned as produced in the winter months, though this figure is obviously an elastic one. Every ton badly preserved will shrink during the winter to very much less, and consequently only a reduced area can be conveniently dressed apart from the actual loss of the valuable parts of the manure. Considering various waste substances as a source of potash, it may be stated that there are few vegetable bodies which do not contain it in appreciable quantities. For the reasons given above, animal matters, such as refuse parts of the body, are less likely to have quantities of potash in them. Night soil is, however, for similar reasons, rich in potash, and contains something like three per cent, on an average.

Most vegetable matters contain a good amount, and old leaves, sticks, wood refuse and ashes are very rich in it, while seaweed is a fruitful source of potash, and should not be despised in districts where it can be readily obtained. In the leaflet on this subject recently issued by the Board of Agriculture, particular attention is drawn to the value of the ashes resulting from the burning of weeds and of thistles in particular. Urine is rich in potash, and if clay can be obtained and spread conveniently, its addition to light land may be recommended. Clay burning on heavy land results in loss of nitrogen, but increases the amount of available potash. It is hoped that the difficulty will awaken farmers to the desirability of arranging their rotations on scientific principles. Some crops are greedy in the way they absorb potash, and it would be bad policy to grow them twice in a short rotation in the same soil without being able to replace the loss of fertility directly, unless they were fed off on the land direct or the whole of the manure made by the feeding returned to the same field. Mangolds are the greediest, and a crop of, say, twenty-three tons will take about two hundredweight of potash away per acre. Turnips come next, and a crop of fourteen tons would take about eighty-nine pounds. The cereals take very little potash, and beans only a small amount, while seeds, hay and potatoes are moderate in their demands. The amount of potash taken from the farm in the way of animal exports, such as milk, cheese and meat, is fortunately negligible. course system is extremely well balanced, and shows that practical men, by long experience, arrive at a point which the scientist can also prove to be correct.

A. C. P. MEDRINGTON, B.A., P.A.S.I.

## THE UTILITY POULTRY CLUB.

FROM the report of the final results of the twelve months' laying competition, carried out under the auspices of the Utility Poultry Club, several points emerge which have an importance for the general public at a time when eggs are very dear. The experiment was conducted for the special purpose of finding out whether a large flock or a small flock of fowls be the more productive. The result, in the words of the report, has undoubtedly proved that the small flock system is more productive than the large flock. The yield of eggs from 284 birds during twelve months was 44,312, valued at a trifle over £226. This

represents an average of 178 eggs per bird, valued at 18s. 21d. The club might have gone a little further in order to ascertain how many birds can be kept by one person and what amount of ground is required. If egg production is to grow into a great British industry, these are very important facts to be taken into account. Further, the casual poultry keeper should be warned that it is hopeless to expect 178 eggs in a year from each chicken unless special time and attention are given to the flock. The cost of food and other particulars will, we hope, be published in the more detailed report which is promised by the promoters of the competition.

#### CORRESPONDENCE.

#### THE RECLAMATION OF WASTE LAND.

SIR,-In the district from which I write-and the conditions are duplicated in many another English county-almost every hillside is seared and scarred ith the refuse heaps and rugged miniature valleys left by mining operations. These only vary in extent and ugliness in accord with the richness of the vein that has been struck and the zeal with which it has been followed. Many of them are of great antiquity—some are even supposed to date back to the days of the Romans—and under the ameliorating influence of time the older heaps have lost their unsightliness by becoming more or less clothed with heaths, broom and other lowly plants. In some cases they have been converted by the enterprise and forethought of their owners into flourishing plantations of Scots pine, larch, birch and other hardy trees. But how very much in that direction still remains to be done! And how slow many landowners still are to realise that the re-beautifying of the country may synchronise with their own advantage! One old yeoman, who has very successfully hidden the offending heaps on his own land with trees, remarked to me the other day that "It would be no bad thing if it were made compulsory that an owner should make some use of all such waste and unsightly spots. In the event of his failing to do so within a reasonable time, Government to step in and take possession of the land and plant it, either paying the owner its present merely nominal value or forfeiting it as the penalty for non-user, and letting the ultimate advantage go to the nation when the wood matured." It strikes me that such advice is distinctly apropos of the article, and your editorial remarks upon it, appearing in last week's issue of COUNTRY LIFE, and as such I venture to crave the prominence for it which the insertion of this letter in your widely read columns is sure to bring about.

—George Bolam, Alston.

## TO SOCKS-CALLED OUT.

In far Devon's wooded combes they are bustling up the cubs And are licking the young entry into shape,

And their coats are dusted over with the larch green as it rubs Gainst their shoulders in the thick growth of the brake.

Whilst here in foreign land I am gazing as I stand And round me many a horse and rider drops,

And I seem to see once more The sere bracken on the moor

And the hazel nuts and berries in the copse.

With eyes that pierce the distance I see again the cover And the huntsman throwing off his youngsters bold; There's Bonnylass-I know her-and Batchelor, her brother,

I've known them both since they were nine weeks old. And here in foreign land I see my mistress stand

And hold the pups up in her arms for me to nose When she brought them to the stable,

So small and queer and feeble,

And bid me teach them all a hunter like me knows.

With ears at cock to hearken for the word of hoarse command

For the charge, I hear again the voice with joy Of the huntsman as he cries his "'Leu, 'I Vagabond!"

"'Ware rabbit! there! 'Ware rabbit! Batchelor boy!" And here in foreign land, when we charge the hostile band,

'Tis just like old past days returned again

As we race like mad things tearing

'Cross plough and grass and clearing

O'er five-foot banks, thro' ditches swoll'n with rain.

With drooping head and stumbling walk I pace back to the

When the battle's done and foes are put to flight:

And I seem to hear again midst the sound of soldiers' tramp The rooks go cawing homewards ere the night.

And here in foreign land I am dreaming as I stand

Of the cracking runs we had in days long past,

And the weary proud home-coming

After keeping in the running

When hounds ran three hours straight without a cast.

ROBERT H. A. COTTON.





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#### **SECURITY** FIRE, **GAMBLING**

T is said that on a certain occasion Royalty visited one of the Herschells at Slough for the purpose of looking through the famous telescope. The night was cloudy, and the astronomer was in a quandary; he finally placed a picture of Saturn at a distance, and his Royal guests examined it through the telescope with perfect satisfaction. When people look at a star through a telescope for the first time they are generally disappointed, for they only see a point of light. I have occasionally varied the monotony for tiresome people by putting the telescope out of focus, when they see a large disc of gorgeous colours. Everybody knows that for objects that are comparatively close the focus of a camera lens or a field-glass has to be varied in order to obtain good definition. In corresponding fashion the war is compelling us to re-focus our mental lenses in order that we may perceive clearly and rightly a number of familiar things. things.

One example of such re-focussing was explained last week, when it was shown that the war necessitated a high rate of Income Tax, pressing most upon the richest people and yet making life assurance astoundingly attractive and advantageous just because they are rich and because we are in a state of war. Something of the same sort occurs in connection with fire interesting of the coming of the Christman of the There are two resists about of the Christmas quarter-day. There are two points about fire insurance which have an added significance in present circumstances. The first is the special need for maintaining the payment of premiums; and the second is the more than usual importance that attaches just now to the selection of an office that is unimpeachably sound.

#### A BET OF 1,000 TO 1.

Quite a number of people are adversely affected financially by the war, and there are not lacking indications that some of them have so false a sense of economy that they contemplate discontinuing their fire insurance, or insurance of some other kind, when the next premium falls due. We may say glibly kind, when the next premium falls due. We may say glibly that private houses and their contents can be insured against damage by fire up to £100 for 1s. 6d. or 2s. a year. Taking the higher figure of 2s., we are making a bet with the fire office of £1 to anything up to £1,000 that our property will be damaged by fire within one year, and the company bets the cost of the damage up to £1,000 that no fire will occur. Put in another way, the odds are one mile to five feet. Many advocates of insurance have a great dislike of hearing it called a process of betting, but this is merely because they do not go quite far betting, but this is merely because they do not go quite far enough in their thinking. I should like to make a distinction between betting as a process and gambling as a result. The process is neither good nor bad in itself, and the real thing to consider is the result, by which I do not mean the mere winning or losing of the bet.

The essential thing about the result is whether our position becomes certain or uncertain. If I pay £1 for a fire policy of £1,000 my financial position in the event of fire is secure; if I abstain from paying the premium my financial position is uncertain—insecure—because Nature leaves me in a condition of ignorance as to whether or when I shall experience a fire. Consequently Nature has put me in the uncertain position of a gambler, from which in this connection I can only escape by that process of betting which we call insurance. I can, if I choose, constitute myself my own fire office and carry my own choose, constitute myself my own fire office and carry my own risk; this, however, is a particularly foolish proceeding, because I am not in the least likely to experience average results. We cannot get an average where only one thing is concerned, and it is not very probable that we shall have an average experience when only a few things are concerned. We toss a fair coin a few times, and may have runs of heads or tails; but toss it a great many times, and the relative numbers of heads and tails will be very nearly equal. If people are so adversely affected by the war that they find it necessary to economise in every way they can, it is manifest that the experience of a fire would be more than usually inconvenient, and that the position of financial certainty, which can only be obtained by means of insurance, is more than ever essential. Thus, the last thing for anyone to do who is hard hit by the financial conditions is to enter upon such a gambling enterprise as abstaining from insurance, and starting a singularly futile insurance office for the purpose of carrying his own risk himself. own risk himself.

#### MAKING SURE.

If we set out to secure our financial position by making a bet with a fire office we may as well make sure that the money will be paid to us if it becomes due. In order to be sure of this we must select a company of unquestionably strong financial standing. It is particularly important to consider this point at the present time, for two reasons: One is that the assets of insurance companies exhibit for the time being heavy depreciation in capital value; true, a considerable recovery is to be expected before long, but a weak company might perchance

come to grief before the recovery took place. The weak point of most gambling systems is that the individual with limited means is practically playing against the public with unlimited resources, and a long run of bad luck absorbs all the money of the individual and compels him to stop the game. Ample reserves, therefore, are necessary if a fire insurance company is to be regarded as satisfactory for this purpose.

#### FOREIGN FIRE BUSINESS.

The second point is that some companies may lose in various ways from their business in the countries in which the war is taking place. Much of this business is conducted by means of re-insurance treaties with German, Austrian and other companies, from whom no money can be received at present, and who may or may not be able to pay in the long run. It is not merely property in belligerent countries that is insured in foreign offices, but also property in the United Kingdom and elsewhere which is re-insured. I was told the other day of three claims, amounting to £21,000, which a British office had to pay; the share retained at its own risk was only £2,000, and something like £17,000 which should have been paid by re-insuring companies on the Continent could not be obtained for the present. Some offices, with more enterprise than prudence, enter rashly into ill-considered re-insurance treaties in for the present. Some offices, with more enterprise than pru-dence, enter rashly into ill-considered re-insurance treaties in order to build up rapidly a large premium income. Inferior offices taking this course are often saddled with risks which good companies would not dream of taking, and the consequences, in present circumstances, are very apt to be even worse than usual. Fortunately, fire insurance policies can be discontinued without loss, and a fresh policy be effected in a sound office, whenever the policy-holder so desires, and at this time policy-holders would do well to satisfy themselves that they are insured in an office about whose ability to pay there cannot be the smallest question.

#### THE EFFECTS OF WAR.

The fire companies are likely to experience fewer claims, rather than more, as the result of war, since they are not responsible for fires caused by enemies. The expenditure in relation to premium income will probably be higher than normal, because of the diminution of business in some countries and its total of the diminution of business in some countries and its total cessation in others, while some at least of the normal expenditure will have to be continued. The insurance companies as a whole have voluntarily incurred a large expenditure by successfully encouraging their staffs to enlist and paying full salaries while they are away. There is, however, nothing in the present outlook to cause a policy-holder the faintest passing shadow of anxiety about the security of his policy if it is well chosen, and even shareholders need have little fear for their dividends. The war may perhaps for a time prevent so rapid a growth and even shareholders need have little lear for their dividends. The war may, perhaps, for a time prevent so rapid a growth in the rate of dividends as would otherwise have happened, but it is scarcely likely that any of the leading companies will reduce the rate of dividend. They came through the far more trying ordeal of the conflagration at San Francisco with but little hindrance to their prosperity; their reserves were depleted, but it took only a short time to build them up again to their former strength.

The cessation of insurance is, therefore, a false form of economy, which it would be more than usually disastrous to adopt if financial conditions are such that the payment of premiums is in any way inconvenient. Further, the question premiums is in any way inconvenient. Further, the question of selecting a first-class company, which is always important, not merely from the point of view of security, but from that of case and liberality of settlement, is of more than usual concern at the present time because of depreciation of securities, foreign business, and increased expenditure in proportion to premiums. business, and increased expenditure in proportion to premiums. Most of our large offices, however, are far too strong for a combination of adverse circumstances, even far more serious than those existing now, to have any noticeable effect upon their long and well established financial strength.

#### THOSE D-D DOTS."

It is said—perhaps by malicious people—that the late Lord Randolph Churchill, when Chancellor of the Exchequer, was sorely puzzled by decimal points, which he called "Those d—d dots." These same useful little symbols, first employed by Napier of Merchiston, who invented logarithms, were responsible for sad havoe in last week's article on "The Benefit of Income Tax" Merching was responsible to the control of the property of the control of the same control of the contr by Napier of Merchiston, who invented logarithms, were responsible for sad havoe in last week's article on "The Benefit of Income Tax." Mention was made of tax at the rate of 17·4d. in the £, of 23·2d. and 34·7d. These rates became transformed into 17s. 4d. in the £, 23s. 2d. and 34s. 7d. A rate of seventeen pence and four-tenths of a penny would indicate a grasping, but not quite impossible, Charcellor of the Exchequer; but how even Mr. Lloyd George could collect 23s. or 34s. out of every 20s. of income is not obvious. Presumably the slip was manifest to every reader of the article. If a mistake has to be made it is better for it to be altogether absurd than of such a character that it might mislead the reader. Still any such a character that it might mislead the reader. Still, at mistake is a matter for regret and apology. W. Schooling.



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Through some unexpected charm a "Cross" article received by post is always pronounced better than its printed description.



## New Style Oval Jewel Box

Novel both in design and treatment, this Jewel Box is also very practical. It is supplied in Red, Green, Blue, or Purple Morocco. No. 3525. Size  $6\frac{1}{2} \times 2\frac{1}{4} \times 2\frac{3}{4}$  inches. Price 18/-

Since of August size, measuring \$\frac{1}{2} \times 6 \times 2\frac{1}{2}\$ inches, has the tray specially divided to accommodate 25/-long chains, besides rings, etc. Price 25/-



## Writing Set in Antique Leather

This writing set is made from a new bold grained leather, the corners being tipped with crushed Morocco, coloured Pink, Blue, Purple or Green. This treatment gives a new and charming effect. The individual pieces, especially the stationary box, make most useful gifts.

Telephone Book, size 6½×4½ inches, fitted with address book, pencil and message book. No. 5510 .... 8/6

pencil and message book. No. 5510 ... 10/Writing Pad, size 11×8½ inches. No. 5516 ... 10/Stationary Box, size 8×6½×3½ inches, fitted for writing paper, envelopes, correspondence cards, etc. No. 5518
Paper Knife, forged from steel to a new design. The handle is gilded. No. 5524 ... ... ... ... ... ... ... 5/-



## New Design Ladies' Bag

An entirely new Leather (Satin Morocco) having the appearance of striped Silk is used for this bag, thus giving the daintiness of Silk with the durability of leather. The bag measures 8×54 inches and has a large framed pocket lined with White Kid, the front pocket is fitted with English-made gilt fittings for powder, pins, and perfume. Black Satin Morocco, lined Wisteria Watered Silk. No. 3476



## **Auction Bridge Set**

Two packs of best pneumatic playing cards, two auction score blocks with pencils, book of rules for Auction Bridge; these arranged in a fall front silk lined case of mulberry shade calf-skin mounted on top with rectangular git 24/-mount. No. 1999

Similar Set from purple "Doric" morocco (black morocco with narrow purple stripe). No. 1999, with17/6

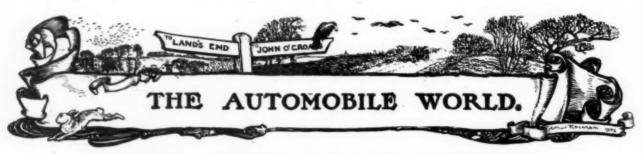
## **Dainty Tie Case**

The new satin morocco (genuine leather having the appearance of striped slik) is used for this Tie Case. The lining is wisteria watered slik. The case is flat but capacious, and of distinctive appearance. Makes a tasteful glif that is sure to be appreciated. No. 1022, size 12×51 inches. ... Price 21/6



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## GENERAL TENDENCIES AND PROSPECTS.

The outbreak of war it was very generally prophesied that the motor industry would, with the exception of those fortunate firms engaged in the production of heavy lorries, remain in a condition of stagnation until the conclusion of hostilities. While it would be folly to pretend that the progress of the industry has not been affected by the great crisis through which we are passing, the forecasts of pessimists have been at least to some extent falsified by the result. For one thing, it has been found that the requirements of our own and the Allied Governments have been by no means limited in the way anticipated. Some outline of what has been done up to the present in this direction, as well as in filling the needs of great volunteer organisations, is given on subsequent pages in articles especially devoted to these subjects. This sudden flow of urgent orders has accentuated an existing tendency to refrain from any very startling new departures in design. In many quarters designers have been kept busy on special work directly connected with the war, while the abandonment of this year's Olympia Show has, no doubt, also exerted a considerable influence. So far as can be gathered, these various factors working together have affected the motor industry of all countries. With the sole exception of Great Britain and the neutral nations, the motor trade of Europe has, naturally, had its energies entirely diverted from their normal course, and the consequence seems to have been that neutrals, not only in Europe, but throughout the world, are also inclined to hold their hand for the time being.

AMERICAN TENDENCIES.

In America, at least so far as cars for the European markets are concerned, the most noteworthy new tendencies are in

exercise every conceivable economy in the purchase of a car. Consequently, to appeal to him this type of car must be pleasant to drive and must be not merely reliable but lively. Hence, there seems to be a tendency in this particular field for the engines of American cars to be quickened up and to approximate from the driving point of view more nearly than hitherto to European ideas.

ELECTRICAL EQUIPMENT.

On the subject of American design one other point ough certainly to be mentioned. This is the increasing use of a electrical equipment performing the triple duties of ignition car lighting and engine starting. The last two, of course, involved the presence of a battery of accumulators, but these are carried under very different conditions from the old ignition accumulators, which, by making themselves a constant source of worry helped to bring about the universal adoption of magnetignition. The question now is whether, since accumulator are carried, and are kept constantly in a good state of charge reversion to accumulator ignition is not justifiable. At present must be admitted that the electrical systems which attempted one everything are apt to grow rather complicated and difficult to maintain. At the same time, it is possible to advance good arguments in their favour, and it must be remembered that to-day the virtual monopoly of the magneto can be challenged under more favourable conditions than it could a few months ago. This brings us to the fact that the manufacture of magnetos is one of those trades in which British enterprise is being given an opportunity of making substantial inroads into markets where German goods seemed likely to reign supreme. Several excellent types of magneto, generally modelled fairly closely on foreign machines of proved merit, are now obtainable, though possibly





FOR THE WAR, WOLSELEY AMBULANCES AND NAPIER LORRIES.

connection with body design. For some time past efforts have been made to modify the typical appearance of American cars, and to bring them more into line with European ideas. Simultaneously, the bodies are being improved as regards finish, construction and comfort, and more attention is being paid to body accessories, windscreens and hoods. So far as engines are concerned, American designers generally adhere to their standard practice. There is, however, intermediate between the very cheap car and the very powerful and fully equipped car a type of moderate power selling at a moderate price. This type generally falls into the hands of an owner who drives himself, and whose circumstances are not such that he is compelled to

not yet in sufficient quantities. Before turning away from the subject of electrical apparatus it should be mentioned that British models for 1915 do not indicate that rapid general adoption of electric lighting outfits that might have been expected after last year's show. The question of whether electric lighting and engine starting are to be carried out by one combined machine or by separate dynamos and motors is not yet settled. Ultimately the former will probably prevail, but this does not necessarily mean that it is to be preferred for the present. As to voltage of lighting sets, there are still differences of opinion. Probably six volts and twelve volts will both continue to be well represented, but intermediate or higher voltages will drop out.

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WHAT IT MEANS.

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You have probably heard of the large number of Rolls-Royce cars at the front, and of the clockwork regularity of their running, despite the appalling road conditions, the severity and continuity of the work, and the absence of attention to the mechanism. What does it signify?

It signifies that the Rolls-Royce, when desperately hard worked, is quite "at home."

Remember the Austrian Alpine Trials of 1913 and 1914.

It is built for hard work, and the more strenuous the conditions the better the car stands out by comparison with others. In the matter of hard work the Rolls-Royce continues unfailingly when other cars are beaten.

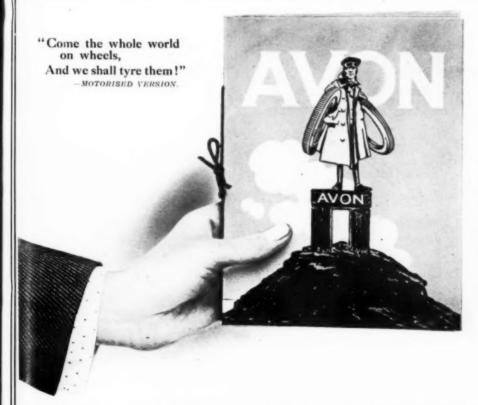
Herein lies the advantage of paying the higher purchase price of the Rolls-Royce car. It is cheaper in the end by reason of its superior strength, durability, trustworthiness and economy of upkeep.

On this subject the following, taken from the Motor News of November 14th, 1914, is of interest :-

owing, taken from the Motor News of November 14th, 1914, is of intere "Possibly the finest testimonial the Rolls-Royce has ever received is in connection with the very large orders which they have booked, not only for the Headquarters Staff of the British Army, but also of the French Army. In view of the high price of the car this might appear at first sight remarkable, until it is borne in mind that reliability is of vital importance in connection with the Headquarters Staff work. A breakdown at a critical stage might lead to disastrous results. These orders are given simply and solely because it was found that the few Rolls-Royce which were used at the beginning of the campaign proved extraordinarily reliable, and as in such circumstances the best is essential regardless of price, the orders in question have been placed. We have personally heard from various sources the wonderful satisfaction which these cars are giving."

ROLLS ROYCE, LIMITED, 14 & 15, Conduit Street, LONDON, W.

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RITISH directors, British shareholders. British workmen benefit by the purchase of Avon Tyres —in the first place.

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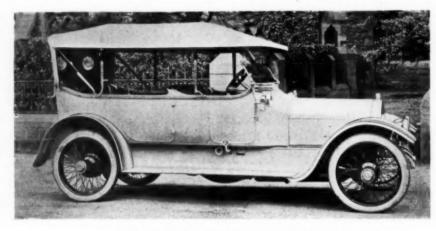
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The production of a practical half-watt lamp for motor-car use should affect the future of electric car lighting by reducing the current, and consequently the power consumed, and make lighter and cheaper machines adequate for the work.

#### BRITISH TIRES.

Another branch of British trade which stands to benefit by the exclusion of certain competitors is the manufacture of

pneumatic tires. In this sphere are fortunate we the possession of a strong industry, including pioneers of the whole development, and there can be little doubt that the active measures taken by the Duniop, the Avon, the Henley, the Moseley and Wood-Milne, etc., will be of lasting benefit to British trade. Any such endeavours can. of course, only lead to tem-



THE 1915 16-20 H.P. WOLSELEY.

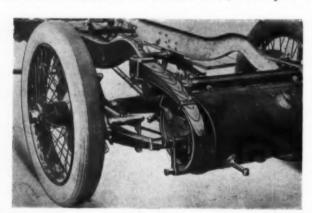
porary profit, unless the quality of the goods supplied is itself so high as to defy the attacks of external competitors when these can be renewed. In the present instance there is every prospect of our native industry completely securing its position and holding its own permanently.

#### THE "ONE-MODEL" POLICY.

Among British manufacturers one of the most noteworthy tendencies for 1915 is a reduction in the number of models marketed. Numerous firms are adopting the principle which has proved so successful in such cases as the Rover and the Straker-Squire. Limitation to one model does not necessarily exclude variations in frame length or the production of a Colonial type of the standard chassis. It represents a tendency which is likely to increase still further, since it helps a manufacturing concern of reasonable proportions to produce a thoroughly good article in sufficient quantities to ensure a profitable business at moderate prices. A single model, if intelligently selected, can, by modifications not greatly affecting the cost of output, be made suitable for the open touring car, whether two or five seated, and for the closed car. Generally speaking, there are signs of the more general adoption of the methods that have long been advocated and put into practice by the manufacturers of the Rolls-Royce; that is to say, new models are not produced at regular intervals, but small improvements are promptly incorporated as soon as they are perfected. This implies a gradual, and almost intangible, advance instead of a development in steps.

## ENGINE DESIGN.

As regards engines, the tendency towards increasing the stroke-bore ratio continues, but is not very marked. The monobloc engine with valves all on one side grows more and more common every year, in spite of the increasing use of the chain drive for the cam-shaft. This form of drive, the adoption of



THE "SPECIAL" DAIMLER SUSPENSION.

which in modern practice must be credited to the Daimler, would adapt itself well to the engine with valves on opposite sides, a form of construction which has certain well known advantages. The principal claim of the chain drive for the valve shaft is, of coorse, its extreme silence. There are still two

opinions as to whether adjustment for the chain should be provided. As for the valves, themselves, the poppet type holds its own in most quarters, but the sleeve valve and various special types of rotary and slide valves retain favour and find occasional new adherents. The poppet valve nowadays is quiet enough when the engine is new, but there is still room for improvement in this respect after wear has taken place. The use of steel pistons for which, together with many other

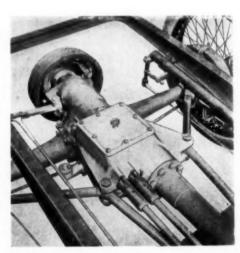
with many other innovations that have since made good, the Lanchester car was responsible progresses steadily, and its advantages will no doubt lead to its further adoption. In engine lubrication the trough system is still the most usual, but forced lubrication makes progress. The trough system is, of course capable orefinement, as for example in the Daimle cars, in which the trough systems.

the trougher are so connected with the throttle as to draw them up when the latter is opened and thus give more lubrication to the engine when working at full power. The Napier—as the old champion of the six-cylinder engine—finds every year new flattery in the form of imitation, and for the coming season there are reports of new six-cylinder and even eight-cylinder models from America and elsewhere.

#### TRANSMISSION AND CHASSIS.

As to change-speed gears, four speeds seem likely to become almost a universal practice. In the final tranmission the worm-driven axle has taught a good deal to the adherents of the bevel gear in the matter of silence, and there is now seldom much ground for complaint on this score whichever system is adopted. As regards brakes, those fitted to some English cars are still on the small side, and there are examples of a certain number of very inaccessible transmission brakes. In the matter of springing, shock ab-

sorbers are increasingly used, and the employment of the cantil e v e r type of spring, as found on the Lanchest e r various modifications of this design, continues to increase. At the same time it is more than doubtful whether an intelligently designed semi-elliptical spring will not re-



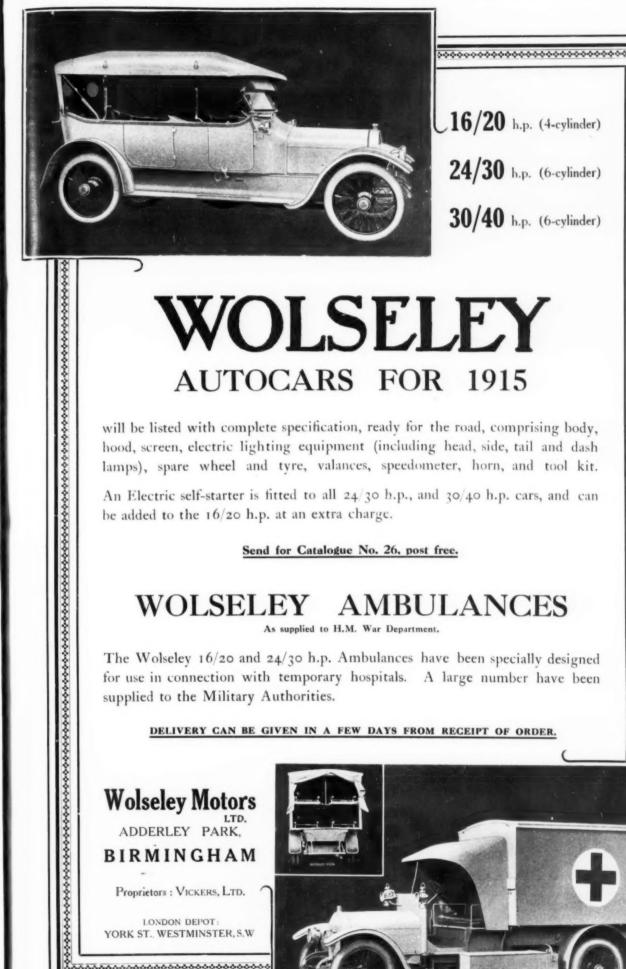
REAR AXLE OF DAIMLER "TWENTY."

main standard practice among the majority of manufacturers. There is a general inclination to continue the process of lengthening wheelbase, possibly even to an excess. Longer wheelbase means more chassis weight, and more temptation to overload the chassis with a heavy body.

#### THE LIGHT CAR.

The light car being still in its early youth, it is perhaps natural that this branch of the industry shows more than its proportion of new cars and new deisgns. Makers do not appear to be very much impressed by any arbitrary rules as to the engine dimensions permissible in a light car, but apply their experience intelligently, with the result that engine dimensions tend to increase, and absolutely perfect tune is not quite so necessary as hitherto to the comfort of the light car driver. In this branch the fitting of electric light is undoubtedly of the increase, and there are some signs of the adoption of an engine starting motor, though this latter does not appear to be really essential on such small cars, with the

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16/20 h.p. (4-cylinder)

24/30 h.p. (6-cylinder)

**30/40** h.p. (6-cylinder)

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## AUTOCARS

will be listed with complete specification, ready for the road, comprising body, hood, screen, electric lighting equipment (including head, side, tail and dash lamps), spare wheel and tyre, valances, speedometer, horn, and tool kit.

An Electric self-starter is fitted to all 24/30 h.p., and 30/40 h.p. cars, and can be added to the 16/20 h.p. at an extra charge.

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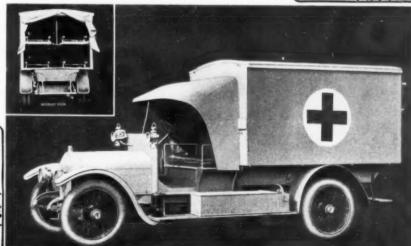
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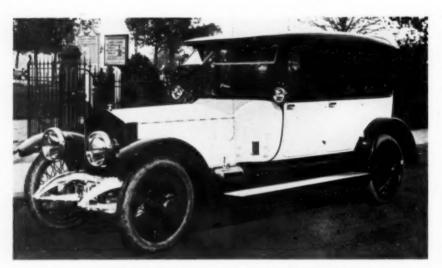
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ROLLS-ROYCE, WITH CUNARD SALOON BODY.

possible exception of the fairly numerous examples owned by lady motorists.

A RESULT OF THE WAR.

Among the effects of the war upon the future of the motor industry one tendency at least seems to be inevitable. Motor-cars of numerous types, as well as motor lorries and motor-cycles, are now being employed daily under terribly bad road conditions and backed by more or less inadequate maintenance facilities. The consequence will be to reveal weaknesses hitherto more or less negligible, and to lead to the general adoption of designs more fitted, than any produced hitherto, to stand prolonged rough service. We may

prolonged rough service. We may expect that British manufacturers particularly will, after the war, be in a better position than ever before to meet the needs of the Colonial markets and the requirements of residents in young and undeveloped countries. It is to be hoped that the new opportunities thus opened up will be utilised to the full.

## SOME 1915 MODELS.

E have mentioned that in many instances manufacturers are now introducing improvements merely as occasion arises, and not producing new models as such for each fresh season. In this category come a number of prominent cars, in cluding the Rolls-Royce, the Sheffield-Simplex, the Sizaire-Berwick (in connection with which the only alteration is to be found in the price), the Lanchester, the Fiat and the Vauxhall. In the last named the principal recent modification is the adoption of a positive spring coupling formed of four thin

Vauxhall. In the last named the principal recent modification is the adoption of a positive spring coupling formed of four thin steel plates in place of the leather coupling between the clutch and the gear-box.

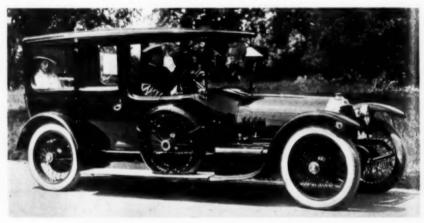
steel plates in place of the leather coupling between the clutch and the gear-box.

The same general comment applies to the Daimler Company, who for 1915 will specialise on three types, namely, the "Special" Daimler, the six-cylinder "Thirty" and the "Twenty." A four-cylinder "Thirty" can also be provided if preferred. Of the three types the "Special" Daimler, which is, of course, a six-cylinder car, is designed and equipped solely with one end in view, namely, the production of the most perfect pleasure car capable of being manufactured. The "Thirty" is of

the same cylinder dimensions as the four-cylinder "Twenty," but in general design follows upon the lines of the "Special." It is, in fact, so constructed as to be capable of being fitted with the "Special" bodies, though a less costly range of coachwork is standardised for it. The "Twenty," which was an innovation last year, has proved very popular, and has fully justified the boldness of the design, which departed in many respects from the firm's previous practice. Electric engine-starting as well as electric lighting have, of course, been standardised on all the Daimler cars. Recent improvements in the system serve to make it more efficient than ever for town work involving frequent engine-starting. As to body design, the amount of leg room provided in the "Twenty" Is been increased, and the convenience of the driver has been further consulted by an appreciable lengthening of the change speed lever. Slight changes have also been made in the disposition

of the pedals of the "Twenty" and of the slope of the steering column of the "Thirty." Generally speaking, numerous little improvements have been steadily embodied in all the designs, rendering any extensive departure from existing standards neither necessary nor desirable.

The Wolseley Company are, of course, among those who, being producers of industrial motors as well as of private cars, are very busily employed in supplying the various requirements of the War Department. Some particulars of their activities in this direction were given in a recent issue. As to their private cars, their programme for 1915 comprises the popular four



SHEFFIELD-SIMPLEX LIMOUSINE.

cylinder model at 16—20 h.p., the 24—30 h.p. six-cylinder and the powerful 30—40 h.p. six-cylinder chassis. All are listed complete with body and full equipment. The 16—20 h.p. has a wheelbase of 11ft. tin., and the rear of the frame is now carried on a compensated cantilever suspension. Electric lighting is part of the standard equipment, and a self-starter can be fitted as an extra. An alternative and cheaper form of the same model has a wheelbase of 10ft. 4in., semi elliptical back springs and a four-seated in place of a five-soated body. All the covered carriages are arranged to seat four inside, two on the rear seat and two on patent folding chairs facing forward. The windows are of the frameless type and the valances of enamelled leather.

Adequate interior electric lighting is provided, and electric self-starters are standardised on the larger models. These latter are all fitted at the rear with cantilever springs on the new Wolseley patent compensated system, which secures very comfortable riding without any tendency to rolling.

without any tendency to rolling.

A noteworthy feature of the 1915 chassis is that, with the exception of the cheaper 16—20 h.p. car, all models are of the same wheelbase and the frame construction is such that a short touring body or a longer covered carriage can conveniently be mounted alternatively. In other words, the length of frame within the necessary limits has been made independent of the wheelbase, and the necessity of employ ag wheelbases of various lengths has thus been obviated. In coachwork, the 1 15 models are of quite new design, carry ng



38 H.P. LANCHESTER LANDAULET.

The Alpine-tested 30-35 Six Cylinder

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MOTOR CARRIAGES

The first and only Car built that has conquered the Alps of Switzerland, Italy, France & Austria under the official observation of the Royal Automobile



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30-35 H.P. SIX CYLINDER NAPIER

CHASSIS PRICE, INCLUDING RW DETACHABLE WIRE WHEELS, LIGHTING DYNAMO SELF STARTER, SPEEDOMETER CLOCK &C.

**美750** 

out fully the modern tendency to stream-

out fully the modern tendency to stream-line effect without in any way exaggerat-ing this characteristic.

A good example of the tendency towards reduction in the number of types is to be found in the Napier programme for 1915. This firm will specialise on three models. The first of these is the 30—35 h.p. six-cylinder car, of the type which a little time ago carried out an arduous Alpine tour under R.A.C. observation. It will be fitted with an improved system of cantiunder R.A.C. observation. It will be fitted with an improved system of cantilever springing, and will be marketed complete with electric lighting and an electric engine starter. In the four-cylinder class, the standard model will be of 16—22 h.p., and will be built in two varieties varying as regards wheelbase, the larger car being fitted with an electric self-starter and cantilever rear springs. The third type is the Extra Strong Colonial model. This has a wheel base of 10ft. 4in. and a four-cylinder engine 89m.m. by 127m.m., corresponding in these respects to the smaller of the four-cylinder models. The chassis is specially strengthened to make

127m.m., corresponding in these respects to the smaller of the four-cylinder models. The chassis is specially strengthened to make it suitable for use under the roughest conditions, and has a ground clearance of 'rolin. The type underwent a severe official test in July last, in the course of which over 500 miles were covered over wild, trackless ground interspersed with hills, bogs, mud, sand and trenches. During the test, which occupied five days, the River Wey was forded ten times. The Napier firm is, of course, busy on Government work, which specially affects its industrial vehicle department; but in that branch next year's programme includes three models



THE 12 H.P. NEWTON POWER UNIT.

designed to carry approximately 15cwt., 3ocwt. and 31 tons respectively. One of the special features of the Napier industrial vehicles is the fitting of governors preventing drivers from indulging in immoderate speeds.

indulging in immoderate speeds.

The Humber is another make which for 1915 is again found in its existing and popular form. The new models are rated respectively at 10 h.p., 11 h.p. and 14 h.p. Of these three the smallest has a number of very interesting features, among which particular mention should be made of the casting of the cylinders of the monobloc engine in one with the upper portion of the crankshaft. The four cylinder heads are cast in one piece to facilitate rapid removal when internal cleaning becomes necessary. The engine is built up together with clutch and gearbox on the unit system. The gearbox gives four speeds, and the drive

gearbox gives four speeds, and the drive thence is to bevel gear on the back axle. This little car has a good turn of speed and admirable hill-climbing powers, coupled with a low petrol consumption. The larger models are in many respects similar in construction, but the engines and gearboxes are not built up together, but are separate and connected to one another by shafts carrying suitable flexible joints.

In several instances the abandonment of the Olympia Show has led prominent American manufacturers to delay for a few weeks the importation of their 1915 models. There is, however, enough information available to establish a few main principles as outlined in the previous article. An example of one of the tendencies there mentioned is to be found in the Oakland, which is now provided. in the Oakland, which is now provided



12-15 H.P. TOURIST TROPHY "D.F.P."

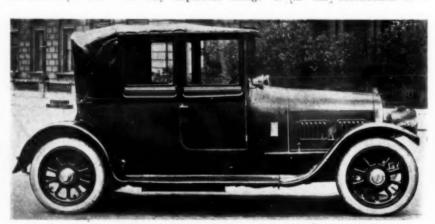
with a higher speed engine more in accordance with usua! with a higher speed engine more in accordance with usual European practice, and the same feature is noticeable in the adoption of a full floating back axle and in the modelling and good quality of the bodywork, the fitting of a one-man hood and a split windscreen, and other details of equipment. The comprehensive Delco electrical outfit has been modified and improved in certain respects, and the new type will have an automatic governor on the spark in addition to hand-timing

There are many points of interest about the Overland 1915 models. These are two in number, namely, the 20—25 h.p. and the 15—20 h.p. As regards engines, the principal modifications are the use of lighter pistons and improved carburetters and the fitting of an electric equipment now entirely constructed that the constructed that the construction of the construction and the fitting of an electric equipment now entirely constructed by the car manufacturers. This is a six-volt system with a chain-driven dynamo and a starting motor, operating through sliding gear and a gear ring on the flywheel. The frame members of the Overland are now upswept to the rear, and the three-quarter elliptical back springs are lengthened and underhung. Improved accessibility and facilities for adjustment have been studied with good effect in various parts of the chassis. One of the features of the Overland car is the position of the control levers which are to the left of the driver, thus securing easy access to the driving seat from the off side. This arrangement does not introduce any practical difficulties, as it is perfectly easy to get accustomed to the left-hand control. We find in the Overland get accustomed to the left-hand control. We find in the Overland also an excellent example of the tendency towards improved body design noticeable among the leading American manufacturers. The lines of the car are now very attractive, the taper bonnet and scuttle dash being elegantly formed. The seats are lower and deeper, and improvement in appearance and convenience follows from such details as the design of the wings and the quality of the hoods and screens fitted. The chassis modifications mentioned above refer more fully to the 20—25 h.p.

brought up to date in all essential respects.

In the competition between poppet and sleeve valve, perhaps the noteworthy fact is that, in replacing the 15 h.p. model by a new 16—20 h.p. model, the makers of the Panhard car have adhered to the poppet valve. Sleeve valves are, of course, still used in the more powerful models of the same make. Various minor alterations in all the Panhards have been introduced during the past season, and in the case of the 12 h.p. the wheel base has been increased. In the new 16—20 type the gearbox is built up with the engine as one unit, the mounted on a three-point suspension. whole being

Of the three Arrol-Johnston models listed for 1915, the intermediate size, namely, the 17.9 h.p., differs radically from the established practice of its makers, inasmuch as the radiator is placed at the front to permit of the fitting of a sporting streamline body of very constant. line body of very smart design. In the range of Talbot cars, the only important change is fin the substitution of a



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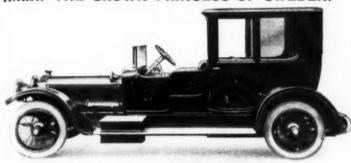
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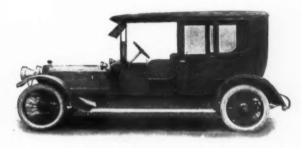
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-50 h.p. six-cylinder model for the 20-40 h.p. six-cylinder type of last season. It is not at present possible to give particulars of the new type. The 12 h.p. car which has made a good name for itself as the Newton-Bennett will in future be known as the Newton, the managing director of the original be known as the Newton, the managing director of the original proprietors having taken over the ownership of the works. Mr. Harper, the designer of the car, is associated in the concern with Mr. Newton. A large amount of additional plant has been installed, and the output will be considerably augmented. The principal modifications in the B.S.A. cars, which, during 1915, will be marketed in two types—the "Bexhill" three-seater and the "Crichton" five seater—are to be found in the arrangement of the brakes. The foot brake will operate in a drum fitted to an extension of the worm-shaft, the hand brakes acting direct on the rear wheels. The bodies will be brakes acting direct on the rear wheels. The bodies will be fitted lower in the chassis, and slight alterations are to be made

Prominent among new light cars will undoubtedly be the 10 h.p. Sunbeam, which will be ready for the road in the course of two or three months. Particulars of this car are not yet available, so that at present it is only possible to judge it by a knowledge of the excellent qualities of the larger models from the same works. These will, in 1915, be fitted with taper bonnets and radiators of a narrow type, and will be known as the 16 h.p., the 20 h.p. and the 30 h.p. models respectively, the lower alternative horse-power having been dropped from the title in each case. The near future will also see the Vulcan light car, which will follow in many respects the design of its bigger brothers. It will, however, have the gear-box cast integral with the back

It will, however, have the gear-box cast integral with the back axle, with the foot brake operating on a drum at the rear of the back axle casing. The final drive will be through worm gear, and the back axle will be carried on cantilever springs. Some minor alterations are being made in the well known Standard 9.5 h.p. light cars; these are to be found principally in the body-work. The backs of the seats will be higher, and the sides of the body also slightly raised. Improvements are promised in the springing of the upholstery and in various minor details of equipment and arrangement.

An interesting addition to the £200 class is the new four-cylinder Swift rated at 9.8 h.p. This model is the result of much thought and many tests, and among its most interesting features are the forced system of engine lubrication and the conveniently mounted electric-lighting dynamo. The other models coming from the same works will be continued as during the current year, experience having called for no alteration in design. The Singer 10 h.p. light car also continues substantially the same as hitherto. Its makers are specialising for the coming season on this small model and on a new 15 h.p. model. season on this small model and on a new 15 h.p. model

#### ABOUT MOTOR AMBULANCES: THE NEED OF CONTINUOUS SUPPLY.

HOUGH at the moment the major demand for motor ambulances for the front has been fairly well covered, ambulances for the front has been fairly well covered, there still remains urgent need for subsidiary fleets to work in the service of special army corps and forces. Furthermore, the wastage among vehicles at present abroad will necessarily be heavy, and it may be assumed that, as the size of our Army in active service increases, new and extensive needs for ambulances will arise. This is a sphere in which motorists can do peculiarly valuable work in the common cause by giving or lending cars with or without their own services as drivers. During the past few months many prominent motor manufacturers have perfected excellent complete ambulance vehicles. Simultaneously, coach builders have devoted attention with good results to the best means of converting existing cars into ambulances, and the construction of adequate but light and moderately cheap ambulance bodies to replace the bodies of private cars. Those who wish to help in motor ambulance work will find their offers very welcome



THE FIAT TWO-STRETCHER DESIGN. With seat and store suppoard.

in many quarters. Complete ambulances conforming to certain definite standards are acceptable to the British Red Cross Society, and probably rather greater latitude in design and arrangement is permitted in vehicles handed over to the St. John Ambulance Association, the British Committee for supplying ambulances to the French Red Cross, and other organisations. Among these latter should be mentioned the appeal for adequate ambulance columns for the Indian and Colonial troops issued by Mr. Arthur Du Cros, the managing director of the Dunlop Rubber Company, who was associated also in the formation of the fine ambulance convoy which recently went out under the charge of Captain George Du Cros for service with the British Expeditionary Force. In selecting a complete ambulance, or fitting ambulance bodies to available chassis, there are many points of a practical nature to be considered. Generally speaking, points of a practical nature to be considered. Generally speaking, there are difficulties in the way of converting closed car bodies into ambulances. If this work is put in hand at all, it should only be entrusted to coachbuilders possessing peculiarly good experience in that direction.

STRETCHER SUSPENSION.

Excessive overhang is one of the main faults to be avoided, and another is an unsuitable system of stretcher suspension,



NAPIER FOUR-STRETCHER AMBULANCE, With side curiains removed to show method of loading.

A great many very pretty and quite use ul devices brought out with a view of interposing between the patient and the road some subsidiary springing system over and above that given by the car sus-pension. Some systems good in themselves, pro-vided they do not introduce evils worse than those which the are designed to overcome The parti-cular point to insist upo

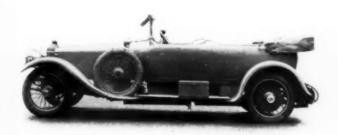
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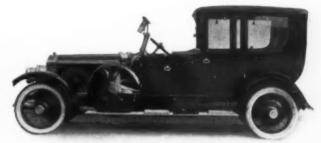
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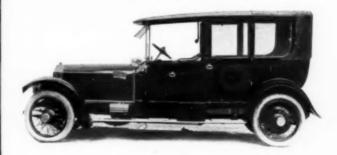
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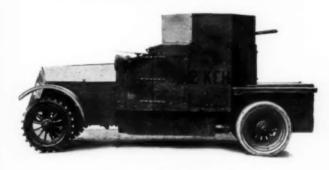
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is that the suspension shall in no case allow of any rolling or pitching motion of the stretchers, relative to the car body, while the ambulance is travelling. As an example of what ought to be avoided, one may mention a six-stretcher body which was recently fitted by a private owner to a 30 h.p. Wolseley. In this instance the stretchers were suspended from transverse bars by long rope hoops, allowing them to swing and roll and knock up against one another. Such defects must not,

of course, be laid at the door of the chassis manufacturers. In this case the firm concerned have, when given a free hand, produced many splendid ambulances of the best type. The common practice in ambulances destined for the front is to strap the stretchers rigidly to the floor boards, or to shelves or runners provided for the purpose.

#### LOADING ARRANGEMENTS

Another point is the ease of loading. Side loading is, of course, ideal if it can be arranged, but it is generally impossible except in a capacious vehicle specially designed with a view to the employment of this method. It is adopted in certain ambulances used by the Belgian Government, but in this instance the defect of loosely hung stretchers is involved. It is also found in some fine vehicles built in Great Britain for the Russian Government. In these the upper stretcher carriers swing downward and outward for loading at a common and convenient level. End loading is almost

convenient level. End loading is almost inevitable in all light and cheap bodies suitable to be applied to existing chassis.

Use as Covered Vans.

Other things being equal, it is advisable so to arrange interior fittings as to allow of everything being swung away against the sides and roof, and the whole interior left free for use as a covered van. A good example of this construction is to be found in some Daimler ambulances presented to the Red Cross Society. Here the stretchers are run on to carriers in the form of braced rails, the upper carriers being slung from the roof by removable steel bars. Substantially the same arrangement is adopted in a number of ambulances supplied to War Office specification on Vauxhall and other chassis.

SEATING ACCOMMODATION.

As the percentage of stretcher cases to the total of the wounded is often small, ambulances should provide either permanent or alternative seating accommodation in addition to provision for stretchers. The photograph of a Fiat ambulance illustrates the former practice, while Napiers and others supplied to the Red Cross Society are examples of the latter, the bodies being built with wells, and the floor-boards



## A NOVELTY IN BARKER BODIES.

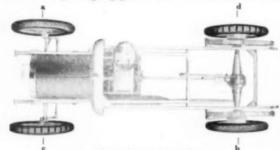
Fitted to a 25 h.p. Talbot Chassis.

over the wells arranged to hinge back and form upholstered seats. With such an arrangement it is advisable to limit seating accommodation to prevent the vehicle from being overloaded.

EXCESSIVE OVERHANG.

Perhaps the greatest trouble of the British Red Cross Society and other similar societies has been the prevention of excessive overhang. Latterly, the Red Cross Society has been in a position to place orders with the Napier, Vauxhall and other companies for complete vehicles on chassis of the right length, but previously dependence had to be placed on the free loan or gift of cars. Hundreds of ambulances were in this way made available for service, many of the bodies being built by Messrs. Brown, Hughes and Strachan of Holland Gate, W., and the London Improved Motor-coach builders of Lupus Street, S.W. The majority were

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and b-Dunlop steel-studded tyres and d-Dunlop grooved tyres.

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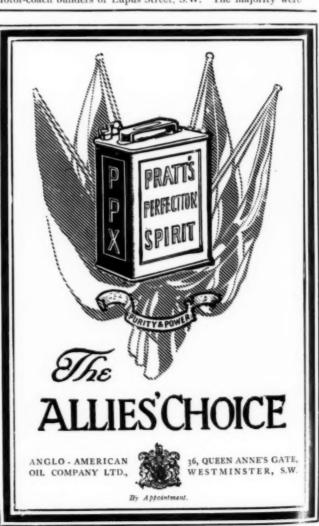
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fitted with good, serviceable four-stretcher bodies, but for short chassis the Society stipulated a method of construction open to grave criticism on the grounds that it almost obscured the driver's view towards his left, a drawback likely to be particularly dangerous under the Continental rule of the road. The St. John Ambulance Association have depended principally on the same two firms for a prompt supply of stout but simple ambulance bodies. Their standard type differs from that of the Red Cross Society in that the waterproof canyas covering is in two thick-Society, in that the waterproof canvas covering is in two thicknesses; the roof is boarded as well as canvassed, and ventilators and, generally, lights are provided. As these bodies have been built for chassis of a great variety of makes, dimensions have

LANCHESTER ARMOURED CAR. One of a fleet supplied to the Admiralty.

been kept down as far as possible. No central gangway is provided, but access to any one of the patients singly can be obtained in view of the method of securing the side curtains

#### SPECIAL MILITARY MOTORS.

VERY large share of the output from many of a great motor factories is now going to one or other of the Allied Governments. Not only is Great Britain being called upon to supply the motors required for her own forces, but to supplement those employed by her Allies. Substantial help is being given

to France, while the Belgian army and Russia are both almost wholly dependent on this country for motor transport and supply columns and armoured cars. The biggest demand numerically is for transport lorries to be employed principally for the carriage is for transport lorries to be employed principally for the carriage of food and ammunition, but sometimes also for the transport of troops. Firms such as the Daimler, Wolseley, Napier, Austin and Straker-Squire, who specialise in industrial vehicles as well as in private cars, are very fully occupied in this direction, as are also those concerns devoted entirely to motor traction. The provision of motor transport is of first importance in modern warfare. By its aid the mobility of an army is enormously increased, and the health of the troops in the field is maintained by a regular supply of fresh food.

the field is maintained by a regular supply of fresh food.

Of great importance, too, is the ability to move rapidly large bodies of men without regard for railway facilities. Here, the London and Paris motor omnibuses—two very distinct types—are each proving their worth. The heavy Paris omnibuses were built at least partly with a view to filling military needs, but the lighter machines of the London General Omnibus Company, the Daimler and other types are also giving an excellent account of themselves.

excellent account of themselves.

It has been found that, particularly behind very mobile troops, such as cavalry, there is a good field for the use of comparatively light pneumatic-tired lorries and tilt vans. In such cases, twin pneumatics are generally fitted on the back wheels. Ambulances are also, as a rule, pneumatic-tired, but there are plenty of examples of the use of solid tires for this work, one being

afforded by a considerable Government contract held by the Avon, which firm is, by the way, also supplying large numbers of pneumatic life-saving collars to the Admiralty. In some instances British armoured cars supplied to Russia are provided with pneumatic tires for ordinary work, and unpuncturable tires, such as the "K.T.," are used in the fighting area.

The considerable requirement for light vans by many of the

The considerable requirement for light vans by many of the combatant forces is being met by American as well as British manufacturers. For example, the Belgian Government employed a large fleet of Overlands at Antwerp, though it is to be feared that the convoy was not able to get away intact when the fortress fell. A very fine fleet of Sheffield-Simplex vans, carrying about 25cwt., has gone to Russia. These cars will probably also be used as ambulances, for which their smooth running and fine



#### Vauxhall 16-20h.p. Ambulance Van

Special 16-20h.p. ambulance chassis, wheelbase 11ft. 11in., engine dimensions 90 by 120, special by 120, special gearing, springs, steering rake, etc. four 820 by 120 grooved Dunlop tyres, steel-studded on spare wheel. Bulb horn. Pair of acetylene head lamps, paraffin side and tail lamps. Wings and running boards fitted. Four-stretcherambulance body to conform with Red Cross requirements, and built to Red Cross specification. Price complete £400 Price, complete

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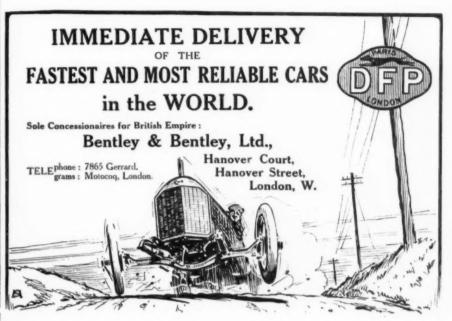
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T is a somewhat remarkable fact that, with rare exceptions, the collections of big-game trophies which were made a century or so ago contained few remarkable heads. Difficulties of transport account for this to some extent; even more so the absence of any reliable standard to guide the hunter in his selection of trophies. Rowland Ward's "Records of Big Game," of which the seventh edition has just been published, leaves the modern big-game hunter no com-

plaints on the latter score. In the present bulky volume it is at first difficult recognise the successor of the slim book which first made its appearance in 1892. As in the last edition, red deer come first. British and Irish red deer are now distinguished Cervus elaphus scoticus, C. e. atlanticus being reserved for the Norwegian variety. The Exhibition of British Deer Heads, organised by Mr. Frank Wallace for Coun-TRY LIFE in 1913,

has been of great value in revising the records of Scottish red deer and bringing them up to date. Spanish red deer are named C. e. hispanicus, and the German C. e. germanicus. C. macneilli kansuensis, closely related to the hangul (C. cashmirianus), is mentioned for the first time. The shou from Sikkim is now Cervus wallichi, the true shou, "which inhabits the upper part of the Chumbi valley and some of the neighbouring valleys in Bhutan," being C. wallichi affinis.

In the records of the American wapiti (C. canadensis typicus) several changes will be noticed. The two heads (owner's measurements) which formerly headed the records are now included with a dozen or so other heads in a separate list headed "owners' measurements." The  $64\frac{1}{2}$ in. head (No. 4 in the sixth edition) has been acquired by Sir Edmund Loder (who is specially thanked by the editors in the introduction for his help) from the Powerscourt Collection. The beautiful head in Mr. Millais' collection (621in.), one of the most perfect in existence, is also included for the first time.

The Asiatic wapiti call for no special comment, though it may be noted that two new heads of the Manchurian wapiti (C. c. xanthopygus) belonging to Mr. J. C. Philips and Sir Edmund Loder (41 Lin. and 40 Lin. in length) are recorded, these being longer than any in the sixth edition. Since

the work went to press Mr. Lydekker has ascertained that sika is the proper sub-generic name of the deer of the sika group, and nippon the earliest specific designation of the type species. The amended names consequently stand as follows: Sika (Cervus [Sika]) nippon, not Cervus (Pseudaxis) sika; Japanese sika, C. nippon typicus; Manchurian sika, C. nippon manchuricus; Formosan sika, C. (Sika) taevanus; Dybowskis sika, C. (Sika) hortulorum. The barasingha, or swamp deer (C. [Rucervus] Duvauceli),

comes next, the fallow deer (Dama vulgaris), the Mesopotamian variety (Dama mesopotamica). the giant Irish deer and the milu (Elaphurus davidianus) being placed between the Bayian deer (C. [Hyelaphus] kuhli) and the muntjac (Cervulus muntiac). Following the barasingha is Schomburgk's deer (C. [Rucervus schomburgki) and the Thamin (C. [Rucervus] eldi). Then comes the sambar group (C.



ARMENIAN MOUFFLON IN THE CILICIAN TAURUS.

[Rusa] unicolor), with a photograph of a head shot by the Hon.

J. Best, with the extraordinary spread of 494in.

In the reindeer section, horns measured by the owners are again included under a separate heading, a procedure which has been followed throughout the volume, and the Siberian variety (Rangifer taraudus sibiricus) is recorded for the first time. The roedeer have been carefully revised. The British variety is

now known as Capreolus caprea thotti, the Manchurian as C. bedfordi and the Kansu variety as C. melano-The white tailed deer (Mazama [Odocoileus] virginiana), mule deer (M. [Odocoileus] hemionus) and black tailed deer (M. [Odocoileus] columbiana) call for no special mention. The giraffes have been carefully revised, and recorded specimens classified under their proper headings. The large family of hartebeests stand much as they were, though the Keili race of the Tora hartebeest is distinguished for the first time as Bubalis tora digglei, with horns intermediate in type between the typical race (B. t. typica) and the Somali race (B. t. swaynei), which is regarded as a variety of the Tora. In Neumann's harte-beest (B. neumanni), "which may be merely a race of B. cokei, the horns are to a considerable degree intermediate between those of the toracokei and those of the lelwel-cama group." The greater number of specimens recorded in the sixth



THE KANSU TAKIN.

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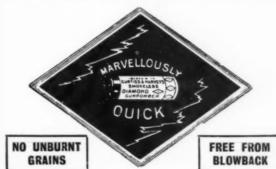
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edition as belonging to this species apparently belong to the type regarded by Dr. O. Neumann as hybrids between cokei and lelwel jacksoni. Two specimens of B. c. nakuræ are recorded. Messrs, I. N. Dracopoli and G. Blaine are added to the small but select list of names of those who have secured the rare Hunter's hartebeest (Damaliscus hunteri).

Cephalophus grimmi campbelliae, a West African variety of the crowned duiker and the black duiker (C. niger), are recorded, and the oribis have been carefully revised. The grysbok (Rhaphiceros [Nototragus] melanotis) now comes after Sharpe's steinbok, and the lechwes after the waterbucks instead of before. A fine head of the black variety (Cobus [Onotragus] smithemani) is recorded of 29\frac{2}{3}\text{in.} in length. The kobs are now classified as follows: The kob (Cobus [Adenota] cob)—(a) Western races (C. cob typicus), (b) Uganda race (C. c. thomasi), (c) Vaughan's race (C. c. vaughani), (d) white-eared race (C. c. leucotis) and (e) Loder's puku (C. c. loderi).

The puku is now known as Colus (Adenota) vardoni. dibatag (Ammodorcas clarkei) is placed after the reedbuck, and the springbuck (Antidorcas euchore) at the end instead of the beginning of the gazelle class. The Asiatic gazelles have been most carefully revised and the heads recorded placed under their proper headings. The notes relating to this section are more complete than hitherto, and the range of the different species more closely defined. The Seistan gazelle (Gazella seistanica) is included for the first time. The Isabella gazelle is now regarded as the Abyssinian race of the dorcas, while many of the specimens originally included under this heading are placed under that of the Erythræan gazelle (Gazella littoralis). Loder's gazelle (Gazella leptoceros) is now subdivided into the typical race and G. l. loderi from Tunisia. The Eastern race of the korin or red-fronted gazelle is now known as G. rufifrons lævipes, while the Mongala gazelle (G. albonotata) is regarded as being closely allied to G. thomsoni, of which it may be merely The extraordinary horn development in the case of the sable antelope (Hippotragus niger) found in Angola calls for special mention; there are no less than three heads over 55in. in length. A roan antelope head (H. equinus typicus) with the remarkable length of 40-lin., from Rhodesia, may also be mentioned. The East African variety is now recognised as H. e. langheldi. A record gemsbuck (Oryx gazella) with a length of 48in, has also made its appearance. This head was exhibited by Sir Abe Bailey at the Exhibition of African Biggame Trophies organised by Country Life this year; as was Mr. R. Hayne's record mountain nyala (Tragelaphus buxtoni), beautifully mounted by Rowland Ward. A Congo race of the giant eland (Taurotragus derbianus congolanicus) is represented by a specimen belonging to Sir Edmund Loder. It does not appear to attain the magnificent development of the Senegambian and



AN IBEX FROM THE TIEN SHAN.

race of markhor is now distinguished as Capra falconeric chialtanensis; and among the ibex the Tien Shan and Altai specimens are arranged under one heading, and the Ladaki, Balti and Kashmiri races under another, a fact which considerably simplifies reference.

Chinese specimens of the bharal (Pscudois nahura) are recorded separately, and a good photograph is given of Mr. J. H. Miller's beautiful Siberian argali head (Ovis ammon typica).

The Kashgarian argali (O. ammon humei) is given the rank of a sub-species. The urials are now classed as follows: Urial or shapo (Ovis vignei)—(a) Shapo or ladak urial (O. vignei typica),



SIBERIAN ARGALI SHEEP.

(b) Afghan urial (O. v. cycloceros), (c) Salt Range urial (O. v. punjabiensis) and (d) Kopet Dagh urial (O. v. arkal). The Cyprian race of Gmelins sheep is now regarded as the typical form, the Persian variety being named O. orientalis erskinei. The Armenian moufflons (O. o. gmelini) which form the subject of our first illustration were shot by Mr. P. H. Thomas in the Cilician Taurus.

An important addition has been made to the measurements of the African buffalo (Bos [Bubalus] caffer), namely, "length

curve." Unfortunately but few measurements a ppear, but undoubt edly this is a most important feature in estimating the rank of a trophy. A head from German East Africa is recorded with an outside measurement (owner's) of 54 åin.

Although it becomes more difficult every year to secure a trophy

Sudani

varieties.

An import-

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The Rocky

Mountain

goat is dis-

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local races

are named.

In the goat

section the

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in 1911.



EASTERN RED DEER ANTLERS FROM THE WESTERN CAUCASUS.

whose measurements exceed those of specimens already obtained, it by no means follows that such trophies do not exist. It should be the aim of every sportsman to secure heads which will fill an honourable place in succeeding editions of "Records of Big Game." This aim is not fulfilled by slaughtering game animals by the score, but by a real knowledge of the subject, patient stalking and careful shooting. In conclusion we can only advise the novice to study these records carefully; the experienced big-game hunter will, we are sure, go through them with a feeling of gratitude to the editors for the care and thoroughness by which they have been brought up to date. They contain a wealth of information which is available newhere else, and for the man who handles a rifle it is not too much to say that they are absolutely indispensable.

The Kansu takin, shot by Mr. G. Fenwick Owen, illustrated on the preceding page is, we assume, the record, with measurements: Length on curve 22½in., circumference 10½in., tip to tip 9½in. Lord Elphinstone's ibex, with length on front curve 56¾in., circumference 11½in., tip to tip 36½in., also stands high in the list of the Tien Shan race, as does Mr. J. H. Miller's Siberian argali (O. ammon typica), with length on curve 61½in., circumference 20½in., tip to tip 37½in. The length of antler of Mr. St. George Littledale's Eastern red deer is given as 45in., which appears to be within 3 inches of the record from the same locality.

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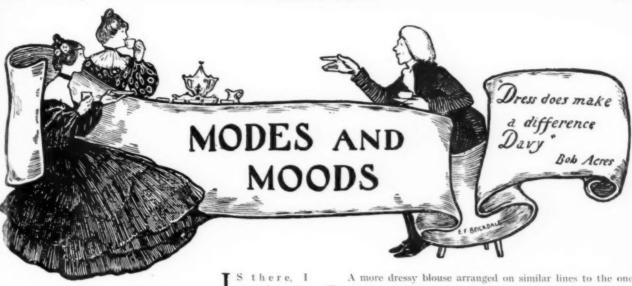
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wonder, the strange hand of Fate in such things? Long prior to August 1st, when the war trumpet sounded through the land, the ready-to-wear suit had been gathering an impetus that those of us who keep our

linger on the pulse of modistic matters felt convinced prognosticated something very big. And so, of a fact, it has proved. We are, one and all, buying the smart ready-made costumes of Navy and black suiting, velveteen and peltry cloths. is, perhaps, some suggestion of sameness in the style, the threequarter length banded coat, inclined to flare at the hem, standing in first favour. This is charming enough, no word can be lifted up against it, but it is rather verging on monotony. A pleasing variation which it would not surprise me to find occupying a similar amount of attention in the near future has the coat made on the lines of the straight, cuirass bodice, with a long, circular basque set on well below the bend of the hips. actual model submitted to me was carried out in black silk velvet, narrowly bound everywhere with a fine silk military braid. The very basque itself was set on with this binding, while an extremely curtailed skirt fell in ample folds that likewise indicated a circular cut. The neck of the coat was finished with a handsome skunk collar. But oh! the boon of these ready-towear coats and skirts just now, when we are all so hard pressed for time and money! Thanks, indeed, to the enterprising spirits responsible for their production, and who are duly making the most of the opportunity that obtains for simplicity of

The couturières in Paris are gradually reopening their establishments, but the modistic spirit of the hour is necessarily tempered. Whatever the situation, the Parisian invariably dresses it sympathetically, and the models now making their appearance are characterised by quiet, consistent simplicity, and only black and sombre colours are considered. But the Frenchwoman has yet to be born who can bring herself to pass lightly over the correct hang of her skirt, or that subtle fit of coat or corsage that alone expresses the right ligne. In this connection I am much impressed by the square shoulder effect worked into blouses. This is brought about in divers ways, one whereof is emphasised in the accompanying sketch of a practical shirt of heavy biscuit crêpe de Chine that is completed by a tiny vest and high collar of white muslin. A further feature is the deep band of the same material, an adjunct that is made a permanent portion of the blouse and presages considerable changes in the waist finish of shirts. Broad stitched bands accentuate the straight shoulder line, and form really, when one comes to consider, merely another military note, the which is rampant nowadays in the realm of dress. Of the value the high, cleverly fitted collar band I cannot speak too enthusiastically. It marks one of the most important notes of the moment, and brings a certain chic to bear on the simplest model. Although it may die slowly, the Raglan sleeve will surely go if this new silhouette gains the full appreciation desired, giving place to one set in without any fullness at a carefully regulated shoulder line. There are evidences, too, of a revival of a deep square yoke. I have a blouse in mind carried out in an ivory all-over lace, cut in one with a front plastron, over which was arranged, or rather partially arranged, a veiling of black chiffon disposed to pick up the square yoke line-a model that was furthermore rendered distinctive by a high collar band surmounted by a flaring outstanding ruche of tulle.

A more dressy blouse arranged on similar lines to the one illustrated is fashioned of charmeuse, with lace sleeves veiled in chiffon, and in lieu of the vest and close-fitting collar band, a high up and down one of the charmeuse, that in front resolves into tiny revers. Very popular just now for the more filmy class of blouse is Georgette, a fabric rather heavier than ninon, which drapes beautifully. An ivory Georgette model was particularly charming fashioned with wide, flat box pleats



A CREPE DE CHINE SHIRT.

back and front, threaded a short distance below the figure line with broad black ribbon velvet, the ends of which finished in a flat pump bow in centre tront. This was destined to be worn with one of the deep sash draped-jupes, the sash carried well above the waist and midway to the knees, from which line a skirt of black charmeuse flared prodigiously. There is also still a lingering feeling here and there for the waistcoat blouse that proved so successful during the spring and summer

effected in striped and plain cambrics.

A Christmas gift opportunity of unique value has been provided by Messrs. Harrod's, in the guise of a special sale of jewellery and silver stock, including a fine collection of antique silver and old Sheffield plate and miniatures. The stock represents a purchase of the well known jewellers and silversmiths, Messrs. Moore and Son, Jermyn Street, secured at auction prices from Christie's, Debenham's and other marts famed as centres for connecessary and collectors. Some idea must be saired for connoisseurs and collectors. Some idea may be gained of the magnitude of the purchase made by Harrod's from the fact that the total value is placed at no less a sum than £50,000, while the conduct of the transaction enables the authorities while the conduct of the transaction enables the authorities at the Brompton Road emporium to offer the goods to their customers at 33½ per cent. or 6s. 8d. in the £ less than Messrs. Moore's original marked prices. Among the jewellery items some exceptionally fine diamond specimens are forthcoming, as, for example, a fine pair single stone earrings, originally £105 now only £70. A beautiful diamond brooch set with fine selected stones mounted in all platinum has dropped from £110 to £73 6s. 8d., and these two instances picked out haphazard are sufficiently illustrative of what is offered in bijouterie realms. The adjoined illustration, however, deals entirely with antique silver, and is extraordinarily alluring. Reading from left to right, there is shown one of a set of four candlesticks 10½in. in height, cast by Michael Forster, Dublin, in 1751, with the always covetable square base. The coffee pot is of plain Queen

An article which would make a very acceptable Christ-mas present, not only for men of all ranks at the front, but also for naval men, despatch riders, nurses and those now in training at home, is a "Swan" fountain pen. The idea was suggested



" SWAN " OUTFIT FOR THE SERVICES

by an extract from the letter of a wounded soldier who complained by an extract from the letter of a wounded soldier who complained that someone had stepped on his pen. "I would sooner have lost anything than my pen," he said, and we may be sure that the folks at home who treasure letters from the front will see the point of enclosing another in their Christmas parcel. Messrs. Mabie, Todd and Co., whose head offices are at 79-80, High Holborn, W.C., are making an excellent "Swan" outfit, consisting of a pen to suit all users, a metal case (with clip) to prevent breakage, and a metal tube of "Swan Ink" tablets one of which is dropped in the pen, which is then filled with water, in place of the more cumbersome liquid ink. The whole outfit only costs 14s. 6d. There are, of course, plenty of more expensive in place of the more cumbersome liquid ink. The whole outfit only costs 14s. 6d. There are, of course, plenty of more expensive pens, but the one supplied in this case is a thoroughly serviceable vulcanite model, and it should be noted, by the way, that name vulcanite model, and it should be noted, by the way, that name and address may be engraved on it at the cost of rd. a letter. Moreover, the "Swan" pen is really British made. The actual pens are produced in the firm's huge London factories; the pocket clips come from Birmingham, while Liverpool is responsible for "Swan" Ink. It would be impossible to enumerate all the "Swan" styles, but we must mention a new stylo—"The Katydid"—seed at the modest price of as fell at the modest price of a fell

sold at the modest price of 3s. 6d. which would make an acceptable gift for anyone who has to do any quantity of note-taking, etc.

Among the articles which will be welcomed by those a the front we may rest assured that perfume will not come amiss where the odours are both offensive and deadly, and where it may serve the further where it may serve the turther useful purpose of a disinfectant. A soldier, of course, will not care to burden himself with a large quantity of scent, and therefore it is neces-sary that what he has should be highly concentrated. To this end we would recommend the tiny vials of Courvoisier's Concentrated "C.C." perfumes. They measure only one and a half inches in length by half

an inch in width, and yet actually contain more perfume than the ordinary large bottle, the

actually contain more perfume than the ordinary large bottle, the reason being that they are filled with pure perfume without any bulk of spirit. They may be had in practically all floral odours, and can be obtained from any chemist, costing 3s. 9d. per vial.

In their anxiety to escape the national reproach that the English do not know how to make good coffee, most people make it with boiling water, and boil it yet again, fondly hoping thereby to make it better and better, instead of which they render it bitterer and bitterer. To make perfect coffee one requires a good, freshly ground—not pulverised—coffee, cold water and a proper utensil. Of the numerous makes in vogue an excellent and extremely simple one is the "Universal" Coffee Percolator of Messrs. Landers,

colator of Messrs. Landers, Frary and Clark, whose London office is at 31, Bartholomew Close, E.C. This percolator consists of a body—which may be of any size from a two-cup pot to a large machine—and an automatic pump, controlled by a valve at the base of the tube, and passing up through the filter cup containing the coffee.

When heat is applied to the base of the pot, water is forced through the valve and



SIMPLE AND SCIENTIFIC

pumped up the tube on to the coffee, whence it slowly percolates back into the body of the pot. The percolator being enclosed, none of the delicate arom or volatile oil of the coffee escapes, and as the coffee itself never immersed in the water the flavour is not impaired by the presence of tannic acid. The result is a richly flavoured, steam cooked coffee as palatable as it is digestible, and both quickly and economically made.



ANTIQUE SILVER AT HARRODS.

Anne period, dated London, 1714, while the tea tray of oval shape is by Henry Chauner, 1792. A Queen Anne cup and cover by Seth Lofthouse stands 6in. in height and weighs 140z. cover by Seth Lofthouse stands 6in. in height and weighs 140z. Another coffee pot exquisitely chased dates from 1763, and the plate at the back is one of thirty-four plain gadroon by Henry Beauthune, Edinburgh, George I., 1722; one and all authenticated antiques that will surely rejoice the heart of the connoisseur, who is not often given such an opportunity of securing such possessions at bargain prices. In Sheffield plate there are a set of four old silver coasters reduced from £6 15s. to £4 10s. the set, also a salver, beautifully chased, only £16 in lieu of the original £24.

Practical Christmas gifts is the theme expounded at Debenham and Freebody's, chiefly in the direction of useful gifts for officers with His Majesty's Expeditionary Force. Special arrangements have, furthermore, been made for the despatch of these goods direct to the front, so that customers are spared all trouble in that connection. Considerable prominence is given to knitted goods, such as Cardigans in good khaki shades,

all trouble in that connection. Considerable prominence is given to knitted goods, such as Cardigans in good khaki shades, warm and durable, ranging in price from 8s. 11d. to 21s., or the same style of jacket can be had in pure cashmere, of course at an enhanced price. A quilted silk underjacket is likewise at an enhanced price. A quilted silk underjacket is likewise finding much approval as a light and warm substitute. Valuable personal testimony is accorded Debenham and Freebody's particular form of fur-lined British Warm, a fur waistcoat made of natural Nutria lined flannel with a leather back. An approved sleeping bag is fashioned of best waterproof khaki lined fur. This is the warmest, cosiest substitute for a bed possible; it folds into an incredibly small compass, and the price is 5 guineas. To descend to lesser things, Debenham's provide a sleeping helmet in navy blue and khaki at the one price of 3s. 6d., reliable natural wool body belts at 2s. 6d., and good hard-wearing socks at 1s. 11d. The firm have brought out a small illustrated brochure in connection with these Christmas gifts which can be had for the asking from the establishment in Wigmore Street.

## FROM THE EDITOR'S BOOKSHELF.

Sinister Street, Vol. II., by Compton Mackenzie. (Secker.)

THE second volume of Sinister Street, the author expressly tells us, is not to be judged as a "sequel" to the first, but as the final instalment of a single novel. As it happens, however, the distinction is unimportant, because whatever the author may say, Sinister Street, with all its many and great merits, cannot be judged as a single novel—singleness being precisely the quality that it most conspicuously lacks. The first volume, it will be remembered, saw the hero, Michael Fane, through his childhood and school days, and left him on the threshold of Oxford. The second volume carries him forward through Oxford and the more questionable parts of London, and leaves him, as it would seem, on the threshold of the Roman priesthood Why abandon him there? Presumably because the subject—the subject which should give the whole book its singleness—is then completed. Sinister Street, therefore, is intended as the history of a certain phase in Michael's life, a phase which is brought to a close by something in the nature of "conversion." All proceeds clearly enough in the first volume, with the object of showing Michael's development through childhood and adolescence.
The second volume must show us how his mind found its way through the rest of the journey. Yet the second volume, as a matter of fact, does nothing of the kind. Its construction is very simple. It consists of two tableaux, Oxford and London, both of them, on the whole, showing considerable vivid-ness and sense of style. But they are both useless for the purpose they were ness and sense of style.

But they are both decessed in purpose they were meant to fulfil, simply because Michael is almost immediately merged in the populous background and never again comes to the front. We see him, enough, passing hither and thither, changing his rooms at Oxford, ning off for excursions abroad, changing his rooms in London, dashing off plunging into more and more disreputable streets and leaping into more and more express trains. We see him (and hear him) in all kinds of company, impetuously borne forward to adventure. But why he changes his rooms so often, what the impulse which so furiously agitates him, how it all brings him eventually to Rome—this we may never know. Michael at twenty-five, Michael whom we know so well as a child, has become a perfect stranger It seems as though the author had grown so much interested in the rendering of his two tableaux as to forget the reason why he was rendering them. In themselves, as isolated scenes, they are in many ways admirable. Oxford has been treated more poetically, but Oxford undergraduates have perhaps never been sketched more truthfully, with their fine freedom of style and their rigid limitation of interests. The London scene is still better, a very masterly account of the manners and customs, the inverted standards and the tyrannical conventions, of the world which turns on the pivot of Leicester Square. Michael, as we remember him, must surely have been surprised to find himself there, but Mr. Mackenzie seems to have no doubt It is true that for a time his old love affair with Lily, resumed in Leicester Square, gives an intelligible purpose to Michael's agitations. by the time this episode has reached its disastrous end, he is an enigma whose So we see the last of him, in the Forum of ctions seem merely arbitrary. Traian at Rome, and wonder how he got there, wishing we knew more about The whole volume is a succession of interesting experiences, but not one of them is interesting because it happened to Michael. This is the gaping hole in the side of a remarkable piece of work.

A Great Peace-Maker, by Count Gallatin, with an Introduction by Viscount Bryce. (William Heinemann.)

A MORE suitable title for this book would be "The Love Affairs of Cupid"; but, under that title, it could hardly have secured so grave a sponsor as Lord Bryce. The Peace-Maker was Albert Gallatin, a native of Geneva, who rose to distinction in the United States as a financier and distinction in the United States as a financier and distinction. rose to distinction in the United States as a financier and diplomatist. is so called because he did much to bring about the treaty between England He was also American and America which was signed at Ghent in 1814. Envoy at the French Court from 1816 to 1827. But the book, in spite of some solemn appendices, has little to do with this really notable man. It contains the Diary of his son, James Gallatin, who acted as his father's secretary at Ghent and in Paris. This young gentleman, when he came to Paris, sar to David as the model for a picture of Cupid. A reproduction of this picture is given; and the critic must pronounce that Cupid is much too large and much too old. The young man's position gave him the cutric everywhere, and the Diary mentions a great number of European celebrities— Mme. de Staël, Mme. Recamier, Talleyrand, Pozzo di Borgo, Castlereagh, Wellington, as well as three Sovereigns, all unfavourable specimens of their class, Louis and Charles of France and George IV. of England. But neither rank nor intellect had much attraction for James Gallatin: the one object that fascinated Cupid was beauty in women, and the main subject of his Diary is his success with women of all classes, from countesses to opera dancers. Nor is there the least trace of sentiment in any of these affairs. The Envoy's household was, indeed, an odd one. The father was a Stoic sage, yet infinitely tolerant of his son's misconduct and willing to provide for the consequences; the mother, an American variety of the Countess of Southdown, turns up with a black draught at her son's bedside at 6 a.m., and plies him with religion tracts; while the son, in company with all the high-born young scapegraces of France, runs after every petticoat in Paris. One can hardly suppose that he was an efficient secretary. There are some good stories in the book, and an excellent letter from Voltaire (page 295); but Cupid's self-indulgence and callousness are rather revolting.

Queen Elizabeth's Gentlewoman, and Other Sketches, by Sybil

Cust. (Smith, Elder and Co.

IN the preface to a delightful collection of essays Mrs. Cust tells us that they range from Queen Elizabeth to a dormouse. On reading them we find our-selves parting from history with regret, only to be amused and thrilled by the adventures of "Tim and Toddy," two attractive green tree frogs, or the aforesaid dormouse, whose travels could have filled a volume all to him-Mrs. Cust has a rare knack of making her characters real, and Queen

Elizabeth becomes very human as we read of her love of " juells " and careless loss of the same, such as from "Her Majesty's back one small acorn and one oaken leaf of gold at Westminster." The list of "juells" given by the Queen's faithful Maid of Honour, Blanche Parry, and others makes the collector's eyes glisten, and much time should be spent in searching for " a jeull, being a cristal garnished with golde; Adame and Eve enamelled white," and many others equally fascinating. How many of us have glanced white," and many others equally fascinating. How many of us have glanced at the tomb of Blanche Parry in St. Margaret's Church, Westminster, and passed by without a thought of her who "Wythe Maeden Quene a Maede did ende my Lyffe"? But now, thanks to Mrs. Cust, she has become a friend we would like to know more of. Notwithstanding that in these days we instinctively shrink from Germans and Germany, the "Heroes of Lippe," "Furstin Pauline" and a description of "Detmold" are all equally pleasant reading, and Pauline Lippe stands out as a beautiful example of "a woman cutching a princese" and level again. outshining a princess," and here again she is so drawn by the writer's descriptive pen that we feel we know her and her warm and sympathetic heart. rish we could have shared her friendship with the Canzlerino, her devoted Chancellor and his wife. The searching in old archives for these bygones, chancelor and his wife. The searching in old archives for these bygones, when crowned with such good results, must be charming work, and we feel inclined to say, with the children, "more, more please." Other essays are on more ordinary subjects, such as "Travelling Companions" and "Toys," but even in these there is an originality shown that is very refreshing, and what Blancife Parry would probably have called "a prettye fancie" peeps out in such thoughts as "a harebell with four blossoms on a stalk like a lady with four daughters to marry. The flower that came out first would be already withering on the stem." Perhaps to many of us Bryanston Square is a somewhat sombre spot, but while reading of all that went on in one of its houses some twenty years ago, we hope that there are many children living there now with the same joys and sorrows as those of the three little girls who found it a place of adventure, and who even now still wonder where the clergy and choir find space in the watering-cart that passes by labelled "Marylebone Vestry."

Some Fairy Stories,

CHRISTMAS always brings with it a crop not only of new fairy stories, but of old ones reprinted. As regards the latter, one very delightful book has already been written of in these pages, namely, the "Stories Told to Children" of Michael Fairless (Duckworth and Co.), and, with all respect to the writers of new stories, it may be added that no one of them has quite her charm or the skill of the author who invented Princess Fluffykins and the Dreadful Griffin. It must be admitted, however, that grown-up readers of fairy stories are likely to be a little unfairly prejudiced in favour of the ancient against the modern. A natural conservatism and a sentimental feeling against the modern. A natural conservation and a sentimental recting for the days of their own youth will conspire to produce that result, and so three small volumes published by Mr. John Lane, "'The Three Bears' and 'Mother Hubbard," "' 'Puss in Boots' and 'The Forty Thieves,'" and "'The Sleeping Beauty' and 'Blue Beard," "all three having the old Walter Crane illustrations, make an instantaneous appeal. The pictures are charming, and the only pity is that in many cases the stories are told in rhyming couplets when prose would be better. And yet it is not all a matter of sentiment. These old stories go so seriously ahead; there is, as one may sentiment. These old stories go so seriously ahead; there is, as one may say, no nonsense about them. Now when we come to a much larger and more gorgeous a volume from the same publishers. "Come Unto These Yellow Sands," written by so distinguished an author as Mrs. Woods and illustrated by John Hancock, we do not find the same simplicity of purpose and we are not nearly so sure what the writer means. The hero is a nice little boy who has some pleasant meetings with fairies, but there is all the time a sort of horrid uncertainty as to whether they are quite real fairies, and then why should he be saddled with such a name as Darwin Craistor. It is not justified It is not justified by the fact that he has a tiresome and ultra-scientific father—more fairies and much less father would have made a better book, but this is not to say that there is not much that is attractive, as also there is in Mr. de Vere Stae poole's "Poppyland," illustrated by Leighton Pearce, No better storie No better stories poole's "Poppyland," iffustrated by Leighton Pearce, No better stories could well be found than "Black Tales for White Children" (Constable), tales translated from the Swaheli language, which have already been noticed in these pages. "Kitty in Fairyland," by Miss Phyllis Dare (George Routledge and Sons), is very unambitious little effort, always pleasant and sometimes, from a grown-up point of view, rather mild and dull. But children do not mind mildness, and Miss Dare makes her animals and fairies make the right sort of remarks. Hovering on the verge of fairy stories, in that they are fer the benefit of children, may be mentioned, "The Children's Corner " (Augener), with most engaging pictures by Miss Le Mair. "Margery and Jo in a Snowstorm" is a picture to thrill any young breast. Another is "Plantation Stories," by Andrews Wilkinson (Duckworth and Co.), in which the animals have in their conversation and behaviour something of the same qualities as Brer Rabbit, and that is high praise.

Pages From an Unwritten Diary, by Sir C. V. Stanford. (Arnold.)

CHARLES STANFORD has written a pleasant, easy-going, goodtempered book, in nice big print and helped out by plenty of cheerful stories. He expresses a fear in his preface that some people may find too much music in it, and though his musical talk is good talk, this fear may in a few There may be some who will sympathise with the famous be justified. and beloved Ben Latham, late Master of Trinity Hall, who, on being told that he must buy a piano for his new house, ordered a grand at the house of Broadwood, and added: "I should pwefer one without works," But even these unmusical ones, if such there be, will find plenty of other things to interest them, notably the author's reminiscences of Dublin and Cambridge. In particular there is an excellent collection of the mordant witticisms of the late Master of Trinity. Many of these are almost too well known, but here are two at least which will bear setting down again: "Before one crucial division he came into the Senate House, stood in the doorway surveying the

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serried ranks of country parsons who had swarmed up to oppose his pet legislation, turned to a neighbour and said: 'Until I came here to-day, understand to the full the meaning of that most excellent term the Inferior Clergy." On another occasion someone asked him: Who is this man Bickersteth, who has been made Bishop of Ripon?" The Master replied: "I am told that he was a Queens' man and a Junior Optime, and, as far as I can ascertain, he has done nothing unworthy of those aatecedents."

New Poems by Robert Browning and Elizabeth Barrett Browning.

edited by Sir Frederic G. Kenyon. (Smith, Elder.)
ADMIRERS of the Brownings will, on the whole, be glad to have these neglected pieces in book form. The best of those by Robert Browning is the "Lines to the Memory of his Parents," a copy of which, in the writing of his sister, turned up at the sale. The most charming is "A Forest Thought," written in 1837 and first published in Country Life in our issue of June 10th, In the case of these two poems and a few others, the non-publicati can be assigned to reasons or accidents that do not hold good now. can be assigned to reasons or accidents that do not hold good now. This defence is not valid as regards the resurrection of poems that Mrs. Barrett Browning did not wish to publish. Sir Frederic Kenyon scarcely seems to be aware that there is a crime which R. L. S. used to call "body snatching." He tells us in the calmest way that Mrs. Browning's "anxiety was to publish only of her best, and she displayed rare discrimination and care in her choice." Is it not then disloyal to haul out from their secret care in her choice. cupboards and print these pieces which the author deliberately withheld? There cannot be two answers to that. Mrs. Browning's "rare discrimination" is very apparent in the criticisms of Browning's poems before they were married. Thrice blessed was the poet who had such a mentor? Imagine the little invalid woman with notebook and pencil and the new poems of her fover, all her critical faculties at their keenest because these poems appealed to and excited her mind; and they were written by her hero, her man of men. Therefore she was keener to have them perfect. Her fault-finding is as acute as that of the most hostile critic could possibly be, but it could no sting because it flowed from the deepest love and a whole-hearted intellectual sympathy. We have room to quote only two criticisms, and they are very slight, yet they show how the addition of a single monosyllable intellectual sympathy. may bring out the meaning of a phrase and add to its music. They are from

Would we might help thee, my brother?

Why not "Oh, would," etc .- it throws a wail into the line, and swells the rhythm rightly, I think.

"But I stopped-for here, in the darkness Saul groaned.

Very fine-and the preceding images full of beauty and characteristic life !but in this long line, I just ask if the Rhythm would gain by repeating 'here' thus :

But I stop here-for here in the darks

As a bit of fine appreciation it would be difficult to improve on her comment that "'galloping' is a good galloping word!" She goes on; "And how you felt it, and took the effect up and dilated it by repeating it over and over in your first stanza, . doubling, folding one upon another, the hoof-

I galloped, Dirck galloped, we galloped all three. Good speed cried the watch as the east gate undrew; Good speed from the wall, to us galloping through. The gate shut the porter, the light sank to rest, And into the midnight we galloped abreast.

Everybody will be glad that room was found for Robert Browning's "Replies to Challenges to Rhyme." They are in themselves amusing and serve as a to Challenges to Rhyme." reminder of the many most ingenious and, it must be admitted, oft in grotesque, rhymes found in the poems. Here are three of them:

"Hang your kickshaws and your made-dishes Give me bread and cheese and radishes— Even stalish bread and baddish cheese."

"Ah, massa! such a fiery oss As him I rode to Timbuctoo! Him would not suit a quiet boss Him kick, him rear, and him buck too!"

"DIALOGUE BETWEEN FATHER AND DAUGHTER F. Then, what do you say to the poem of Mizpah D. An out and out masterpiece-that's what it is, Pa!"

These bits of playfulness and Mrs Browning's notes and comments Browning's poetry in the making constitute two delightful features of the

Duke Jones, by Ethel Sidgwick. (Sidgwick and Jackson.) OBVIOUSLY, when Miss Ethel Sidgwick came within sight of the end of this long novel she was seized with a desire to make a quick end of it. was a pity, for we had quite entered into the spirit of her leisurely and nicely balanced appreciation of the value of accumulated pertinent detail, and were prepared to go with her much further on the road to a comprehensive know ledge of all the interesting people she had with so great particularity explained Duke Jones, perhaps, came out least of these-on the principle that the first shall be last, no doubt—still, even he, unconvincing as we found him, was eventually given a place in our interests with the rest simply because the author willed it so. Of course, the book is clever, but in an elusive fashion; just as the dialogue is clever and slips away into unexpected labyrinths of ning without any particular justification, save that it exercises the sluggish mind for its own good. These people live undeniably; but they are "difficult" people to read of, not because they are all too clever, but because Miss Sidgwick sees them too cleverly. If there were a simple one among them, would come as an almost overwhelming relief; whereas they are all complex and more complex.

The Second Blooming, by W. L. George. (T. Fisher Unwin.)

MR. W. L. GEORGE has most aptly caught the full measure of the note of middle-class opulence struck by the three married sisters who form the trio of heroines with whose souls he juggles with remarkable analytical intuition in The Second Blooming. The homes of these three young women are thrown open to us with an almost uncanny instinct for the selection of that detail rhich shall indicate without compromise the bent, scope and limitations of their inmates. Clara, Grace and Mary, with their respective husbands— and, in the case of the two latter, children—turn in their several individual circles with a characteristic individuality that is sustained only by the exercise of a clear and certain visualisation of his characters on the part of the author. Here is the feminine temperament exploited with an intuition which betrays the Latin at his best, while in no sense detracting from the strength of a dling that shows no weakness in carrying to its finish a novel of considerable distinction and power.

Bill: A Bushman, by C. H. S. Matthews. (Edward Arnold.)
THE author of "A Parson in the Australian Bush" here edits the tale of "a mate," a genuine bushman, whom he persuaded to write out in his own language some of the outstanding experiences of his life. These are of interest, not so much for the sake of Bill himself, in as far as he is revealed by the narrative, which in manner comes near to the commonplace, but on account of the skill and sympathy with which Mr. Matthews introduces h's protégé to us and so gilds events with the essence of a personality incapable of expressing the charm of its individuality in writing. For that Bill, the shman, must in himself personally have stood out from the ruck of fellows we feel persuaded, otherwise how explain the sympathy and understanding which make its editor find in this plain setting down of the obvious more than the ill-expressed commonplace experience of a commonplace man,

The Woman in the Bazaar, by Alice Perrin. (Cassell.)

THE title of this slight tale has remarkably little to do with the matter in hand; this is the more curious since the cover is designed to foster the illusion of a strong Eastern touch. Mrs. Perrin's heroine is the somewhat priggish and inexperienced daughter of a country clergyman, who is not slow to seize his moment when the chance of a sound worldly settlement looms big on Ella Forte's horizon. Translated from a remote village among the Cotswolds to the life of a big Indian station, the young bride, stubbornly bent on going her own way, is swept beyond her depths and lost. Skirting tragedy, and in so doing providing us with a simple, unadorned sketch of a few neatly drawn characters, Mrs. Perrin seems wilfully to have renounced any attempt at forcible writing, which the situation she has imagined—if it is to be satisfactorily presented—most urgently demands.

The Wonderful Adventure, by Mrs. George Norman, (Chapman and

IT is obvious that Mrs. George Norman knows something of the conflicting emotions and impulses which govern that seemingly erratic entity, the young girl on the border of womanhood. Rosemary Hyde is the best-drawn character in the book, and she is admirably portrayed; possibly because she is so well realised, the book's disabilities in the matter of plot and manner leave a sense of annoyance behind. That sense of annoyance fades, however, before recollection of the engaging naturalness of the conversations between Rosemary and James Farragh, the Member of Parliament with whom she strikes up an acquaintance in her wanderings; and, again, those between her and young Seymour, who inopportunely makes love. It is a happy-go-lucky tale, when all is told, not too well written, not too carefully put together, but eminently gay and likeable.

The Admirable Carfew, by Edgar Wallace. (Ward, Lock.)

OF course, it is fooling, but it is highly enjoyable fooling at that, and should earn gratitude from the reader with an idle hour or so on his hands. The exploits of the Admirable Carfew are, generally, of a journalistic savour; assurance, ingenuousness and aplomb are the youth's salient characteristics. These qualities, nicely balanced by the author as occasion demands, lend the necessary tang of unexpectedness to a series of adventures, all more or less refreshingly improbable, and told with great good humour.

Broken Shackles, by John Oxenham. (Methuen.)

THE first part of Broken Shackles, dealing with the Comte de Valle's experiices as an officer in the army of Napoleon III., moves somewhat When, however, disheartened by defeat and disillusion, as Constant Duval, the hero, having made his way into the mountains, strikes out for himself a new life under humble auspices, the interest grows. For it is a quiet, uneventful, yet well-filled existence that gradually winds a web of ease and peace of mind about the masquerader, who, eventually forming for himself new ties, finds himself at the last faced by the danger of unwelcome recognition as the Comte. His solving of the problem before him is consistent with is character, and satisfactorily rounds off an agreeable and well-told tale.

The Patrol of the Sun-Dance Trail, by Ralph Connor. (Hodder and

THERE is an invigorating open-air quality in this novel of Canadian life. The breath of the wilds is here, and the fulness of joy that attends strenu effort for success in dangerous enterprise. Mr. Ralph Connor has a firm hold upon the vexed problem of that long struggle for peace and justice which the pioneers of civilisation must face continually. His hero is one of the North-West Mounted Police, on whom falls the task of arresting the Indian Chief Onawata, a dangerous and unscrupulous foe. The performance of this task is no light undertaking; the more so since Cameron has to consider the safety of his wife, which is imperilled early in the story by an unsuccessful attempt on the Highlander's part to take Onawata by a ruse. The author knows his



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CHRISTMAS PRESENTS.

T is difficult to know what presents to send to those at the front that they do not already possess; but from letters received we gather that officers, at any rate, would appreciate a walking-stick. A particularly suitable one has just been brought out by Messrs. Brigg and Sons, 23, St. James' Street, S.W. It is called a "Matraque," and consist of an ash or hazel stick with a hollow body and a crooked handle, to which is attached a solid rubber core. In case of attack the handle is withdrawn, leaving the stick to the enemy, and one well placed blow from the metal tipped rubb: r is sufficient to put him out of action. Sword sticks and others with powerful whistles also commend themselves as gifts for the front, while for the use of convalescent soldiers Messrs. Brigg are selling service-

AT MESSRS, BRIGG AND SONS'.

able sticks at 18s. a dozen, of which consignment d certainly would be acceptable at military hospital. riding crops verv neat novelty is of whalebone is of covered in plaited kangaroo hide. Another goodcrop is looking of whalebone covered in half leather and half gut; there are all sorts and con-ditions of canes whangee, rattan, etc. useful everyday ash hook may be had for a few hook no for shillings. marked improve-

marked improvement in the famous "Perfect" sporting seat is a telescopic tube stem, which enables it to be adjusted to any height. The screw being entirely enclosed, it can never get out of order, while it is stopped within a few inches of the top of the lower tube so that it cannot come out. Apart from the comfort of a correctly adjusted seat, the screw also enables the sportsman to swing round easily with his gun.

#### FOR THOSE AT THE FRONT.

We have grown so accustomed to think of Mr. J. G. Vickery of 177—183, Regent Street, W., as the purveyor of all that is dainty in jewellery and feminine knick knacks that it is some thing of a change to find him largely concerned with presents for men. True, the feminine element is there, but the kindly disposed persons who used to consider their wants so generously are, alas! mostly elsewhere engaged in a grimmer quest. Positions are reversed, and it is the women now who are seeking little mementoes, a few of which we have selected for description



on this page, to send to their men-folk and friends. First, we would draw attention to a useful patent wind-screen match box, which may be had in plain silver, engine turned silver or solid gold. This is now being made in a much smaller size than heretofore, portability being the first consideration, and only measures zin. by 1½in., and a similar idea is carried out in other shapes. A flat silver box for the pocket, to contain tobacco, chocolate or meat lozenges, is another sensible suggestion. A double row cigarette case, with the useful addition of a detachable patent lighter, would also be appreciated, or a pocket lighter with two detachable strikers like petrol or tinder, which defies the windiest weather. We noticed the same principal applied to a shooting number case. Among men's presents generally there are a delightful gold stud set in a case, and sleeve links of every description. Gem scarf pins are shown in a multiplicity of designs, of which we have scleet d an attractive diamond Aberdeen terrier, and a safety scarf-pin, by the way, might be acceptable at the front. A silver folding thermometer shown would take up very little room in a travelling bag, would be appreciated, especially by invalids, and there is also a very compact silver shaving lamp especially designed for travelling. Hot-plate stands suggest themselves as welcome additions to the winter breakfast table, and although the summer is far from us, a tea and luncheon case for the car will keep till brighter days dawn, while the gardening enthusiast will certainly appreciate the sensibly shaped and fitted tool basket we illustrate.

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## RACING NOTES.



W. A. Rouch.

THE RICHMOND STEEPLECHASE AT KEMPTON PARK.

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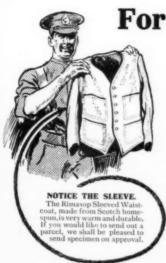
Lutteur III. (winner) leading and Thowl Pin (second).

EOPLE there were who did not hesitate to express their opinion that the holding of the December Sales last week was not only inadvisable, but useless. There will, they said, be no buyers, and sellers will put themselves to needless expense in sending their stock to Newmarket. As a matter of fact, the sales were singularly successful, affording in themselves convincing proof of the vitality, the really wonderful vitality, of the bloodstock market. For a few of the "lots" offered prices were forthcoming which would not, I think, have been exceeded even last year-such, for instance, as the 2,800 guineas paid by Sir M. Fitzgerald for Mr. Leopold de Rothschild's three year old filly, Santa Quaranta. Still, she is a grandly bred filly, being by St. Frusquin out of Widgeon, by Gallinule, and there is no knowing what she may eventually be worth as a brood mare. Nor is it easy to estimate the value as a brood mare of Lord Derby's filly, Lota, by Sundridge out of Gourd, by Persimmon out of Canterbury Pilgrim, by Tristan out of Pilgrimage-What a pedigree !--bought by Mr. J. Musker for 1,000 guineas. Then there was Killalagh, a young Desmond mare, in foal to Polymelus, cheap enough at 1,000 guineas, to Mr. E. Hulton-who, by the way, made several other very judicious investments. The main about the sales was, however, the steady demand for well bred mares at prices ranging from 200 guineas to 600 guineas; and the fact that some hundred and forty lots were sold under the hammer on Wednesday alone speaks for the amount of money available for investment in bloodstock, even in these days of difficulty and distress. It served, too, to indicate the strong probability that as soon as the grim shadow of war has passed away there will be a strong and rapid recovery in the bloodstock industry-in all industries, indeed.

The two year olds having been duly dealt with in our Christmas Number, this will be a convenient opportunity for referring to the running of some of the leading three year olds and other matters in connection with the past racing season. Whether any one of the three year olds will develop into a really first-class four year old—a representative Cup horse, for exampleremains to be seen. It is doubtful; but none of them has, I think, greatly distinguished himself-or herself-as a three year old. We have not seen a great racehorse. Take the classic winners—Kennymore (the Two Thousand Guineas), Princess Dorrie (the One Thousand Guineas and Oaks), Durbar II. (the With the Derby Derby) and Black Jester (the St. Leger). winner we need not concern ourselves much for present purposes, for besides being a French-bred, American-owned colt, he has gone to the stud, and will therefore take no further active part in racing. Of the other classic colts, Kennymore, a big, commanding, but none too symmetrical son of John o' Gaunt, has been said to be a really good colt at home, but he has not, up to now, given proof of much excellence in public. He did win the Two Thousand Guineas by a head, after a desperate race with Corcyra, and having been hopelessly "left" at the start for the Derby, his running in that race might be ignored. I say " might be" because, to my mind, even when he did get going,

he ran a very bad race. In the Eclipse Stakes he put no hear at all into his work, and in the St. Leger he was soundly beate by Black Jester. Concerning this race, it is fair to add that, i the opinion of a good many people, Kennymore was injudiciousl ridden, and would have won had not so much use been made of him in the earlier stages of the race. That may be so but my opinion was, and is, that had he been differently ridden he would very likely have refused to gallop at all, and that, as it was, he was fairly and squarely beaten by a colt more honest and a better stayer than himself. Some colour was subsequently lent to the belief that he is a good horse at home by the consummate ease with which he smashed up a weak opposition in the Newmarket St. Leger; but if he will only show what he really can do when pitted against inferior opponents we cannot rank him as a good racehorse, and at that we must, I fear, leave him, hoping, perhaps, that next year may find him of better heart. In the Derby, Black Jester ran like a non-stayer; but, curiously enough, Stern, who rode him in that race, came to the conclusion that the colt could stay-he said as much directly after the race-and Stern would seem to have been a sound judge, for in a strongly run race the colt subsequently did win the St. Leger by five lengths. That was a good performance-a genuine one, at all events-one which seems to point to Black Jester as the best of the three year olds. It does not, however, make him out to be a really good horse, nor did a subsequent creditable performance in the Cambridgeshire do much to enhance his reputation. He was, it is true, carrying 8st. 12lb., a very big weight for a three year old; but at that age Foxhall won the Cambridgeshire with 9st. in the saddle, as did Plaisanterie with 8st. 12lb. and La Flèche with 8st. 10lb. Black Jester, as I have said, ran well, but only finished sixth or seventh. Among the fillies Princess Dorrie was clearly the best, but as measured by handicap form that best may not amount to very much, for with 7st. 9lb. in the saddle she made a very poor attempt at winning the Cesarewitch. Taking them all round, the three year olds seem to have been lacking in distinction, nor is it easy to see whence is to come a four year old Cup horse for next

As far as the horses themselves are concerned, it would seem that there is neither a two year old nor a three year old standing prominently out among his contemporaries. There is another tale to tell when we turn to the breeders, owners and trainers. Mr. J. B. Joel seldom runs horses not bred by himself, and as, with a winning total of close on 31,000 sovs., he has a long lead in the list of winning owners, it almost follows as a matter of course that he should be equally prominent among the breeders. As a matter of fact he is, for in that class he is credited with the sum of 33,000 sovs. won by horses bred at the Childwickbury Stud, a record which places him first among the successful breeders of the year and a long way ahead of his nearest rivals—Mr. W. Astor, 15,292 sovs.; the late Sir Tath a Sykes, 14,252 sovs.; Colonel W. Hall Walker, 13,681 sov; Lord Cadogan, 13,901 sovs.; and Mr. E. Hulton, 13,071 sovs. Mr. Hulton's success as a breeder should be the more pleaning



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to him seeing that it is not long since he set about the founding of his stud, to which, by the way, he made several very judiciously selected additions last week. Very satisfactory it is to note that from the Royal Stud have come winners of close on 12,000 sovs., still more to think that there is every prospect that next year will find His Majesty occupying a still more prominent position among the breeders of bloodstock. Derby, Sir John Thornby, the Duke of Portland and Mr. S. B. Joel can also claim a fair measure of success as breeders. It may, too, be noted that "bred in America" applies to fiftythree horses who have between them won well over 22,000 sovs., and that French-bred horses-among them Durbar II., winner of the Derby-have accounted for not far short of 12,000 sovs Turning to the trainers, we find that in regard to the value of races won Alec Taylor stands out by himself, for no less than 51,752 sovs. have to be credited to horses trained by him at Manton. Horses from this famous establishment have, indeed, been winning races from the beginning up to the very end of the season, and among the races won are the Two Thousand Guineas by Kennymore; the Ascot Gold Cup and the Chester Cup by Aleppo; the Princess of Wales' Stakes and the Jubilee Handicap by The Curragh; the National Breeders' Produce Stakes, the Molecomb Stakes and the Doncaster Champagne Stakes by Redfern; the Jockey Club Stakes by Trois Temps; while other winners from the stable were Sir Eager, Hamoaze, First Spear and Good and Gay. A marvellous record, but one with which the Manton trainer is not completely satisfied, for he thinks that had all gone well, to his long line of races won this year the Derby and the St. Leger might have been added. C. Morton, whose stable can boast of having won 31,280 sovs., has the proud distinction of having sent out the winners of three of the classic races of the year-Princess Dorrie, winner of the One Thousand Guineas and the Oaks, and Black Jester, a very easy winner of the St. Leger. So fast does time go that it is difficult to realise Wootton has just completed his ninth year as a trainer in England. It is, I believe, his last, for, save for an occasional visit to England, he intends, I understand, to spend the rest of his life in Australia-the land of his birth. He leaves off, at all events, with a good record, for horses under his care have won 17,851 sovs., and he will always be able to look back with satisfaction upon the fact that during his sojourn in this country he has sent out the winners of 372 races, amounting in value to well over 111,000 sovs.

Assisted by a conveniently light weight, consistently good riding and strict attention to his profession the Irish jockey, S. Donoghue, comes out as the most successful rider of the year, for with 129 races won out of 696 in which he has ridden he is well clear of J. Clark, next on the list with 68 winning mounts

Death has been busy among the stallions this year; Carbine, Collar, Goldfinch, Ladas, Matchbox, Martagon, Merman, Rock Sand, St. Frusquin, Sir Visto, Count Schomberg and Zinfandel have all gone. Of those whose services are still available Polymelus (sire of Black Jester, Corcyra, Maiden Erlegh, Polygram and Pommern) heads the list with a winning total of 29,607 sovs., an amount which places him well ahead of the next best, William the Third, to whose credit 21,833 sovs. must

#### HUNTING IN KHAKI.

WATER JUMPING.

the education of horses for cavalry it is important that they should face water. How many hunters, good in other respects, there are which cannot be depended on to face a brook; how many times have we not seen two-thirds of a gallant field stopped by a very insignificant thirds of a gallant field stopped by a very insignificant width of water. It takes a very good horse to jump 18ft. of water. But this is a jump seldom met with except in brooks. It takes much less than this to stop several horses and many men in any hunting field; 12ft., oft., 7ft. or less is enough. It is not the width, but the water, which checks the horse and his rider. Yet is it most necessary that horses on service should learn to face water. In my Oxford days I had a mount on a very handless and his like. learn to face water. In my Oxford days I had a mount on a very handsome well bred hireling. A stretching gallop and flight of hurdles showed that it was a fast, bold horse, and I promised myself a most enjoyable day. But almost the first field was intersected by a narrow, open ditch. The horse would have none of it. Since then I have always taken pains to teach horses to jump open water. Think of the position of a man on service whose horse balked at an open ditch full of water. In one of his delightful stories of hunting, Captain Elmhirst tells a true story of the engulfment of many brilliant riders in a brook which was jumped three times by a ten year old boy on a grass-fed three year old pony. What is the difficulty? A horse can certainly clear 21ft. in his stride with ease if he will. Almost any hunter can do this; much more has been done. But most horses could clear 12ft. of brook easily with a stride of from 18ft. to 20ft. Why do not horses always get over? The answer is, want of confidence in the horse or the rider, or both. The point, then, to aim at with the untrained horse is to give him confidence. I am not much of a believer in giving horses falls over any kind of fence as a means of education, but least of all at water. A horse should never know he can fall at an open ditch, brook or drain. For schooling choose an open streamlet in a grass field where the banks have an easy slope, so that a fall is unlikely. Give the horse a steady gallop to warm him, then turn his head at the brook, sit quite still, without hustling or rushing, but ride in a brook, sit quite still, without hustling or rushing, but ride in a matter-of-fact way; the chances are that the horse will stride over without knowing he has done anything out of the way. Swing on steadily and ride at it again in the same way and then go home. So throughout his training avoid all chances of the horse slipping into the water. Then, when there is water to be jumped out hunting, try and take a line of your own, so that the pupil may not see other horses scotching and refusing. The pace and the excitement will carry him over, the rider sitting still the while and making believe it is all in the day's work. Never let a ridden horse jump water standing. The pace should be steady, not too fast, and the horse well balanced as he comes to the brook. Half the trouble we see at brooks arises from hustling and hurrying and, consequently, flurrying

HUNTING ON LEAVE.

I was a better prophet than I knew, for already in Warwickshire with the Belvoir and some other packs men have been out on short leave from the trenches, Captain George Paynter, the well-known rider between the flags, among them. Mr. Bouch, Master of the Belvoir and of the 18th Hussars, also had Bouch, Master of the Belvoir and of the 18th Hussars, also had a look at his hounds. Just forty-eight hours' leave and several soldiers came out hunting; could there be a more eloquent appeal to us to go on hunting? It was a Wednesday with the Belvoir, and these words will recall many memories to those who could not come but will read of what happened. This is the Leicestershire side of the border, and one of the Melton's six golden days in the week. It was a rough, windy day, but in spite of Beckford and Jorrocks there was a scent. Newman's Gorse is an old friend. How often have we not seen the fox, "lithe, limber and grey," steal away, and the pack, black, tan and white, pour out as the Belvoir do, altogether and close to their fox. No pack gets together on the line more quickly than the Belvoir. But this was a twisting, short-running fox who knew little of the country. Nevertheless, there is worse fun than riding about this country for fifty minutes seeing the Belvoir Hounds work. There was a bold fox in Brentingby, but he was probably headed twice. Unluckily, when hounds were running beautifully alongside Unluckily, when hounds were running beaut the railroad the fox was turned on to the line. beautifully alongside Only a couple the railroad the fox was turned on to the line. Only a couple and a half crossed; the others were stopped just as an express train went by. Then the leading hounds were hunted up to Freeby (another name of sport). The luck was bad, for when the hounds had forced the fox out of Freeby and were running well, a fresh fox jumped up on the other side of the road and the pack divided. These could not be stopped for some time, and then scent faded out on the banks of a brook.

#### THE CROOME ACROSS THE TEME.

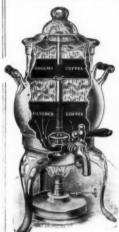
Mr. Gresson, the new Master of the Croome, had a good gathering at Croome Court, all the veterans and the ladies of the Hunt turning out to meet the new Master. Sport has been good in spite of the weather; but one of those incidents not uncommon in Worcestershire made this not a hunt for sport for the followers. The pack had found a stout fox at Rosemary Rocks, and all went well until hounds took the line down to the River Teme, now flowing bank high after the rain storms. But the hounds were driving hard; the fox had no choice and he plunged in. The pack followed, and were soon shaking the he plunged in. The pack followed, and were soon shaking the water in silver showers from their coats on the far bank. There was nothing for it but a long trot to the nearest bridge. In the meantime the pack, all by themselves and never far behind the fox, were running for blood. They rolled the fox over, dead beat, in a roadway in the Worcestershire country.

#### YORK AND AINSTY.

Another curious incident reaches me from the York and Ainsty country. There was a big gathering at Askham, when Cumpstone brought the bitch pack. The Belgian refugees enjoyed the sight of hounds drawing the gorse. There was good hunting from this famous covert by Rufforth to the Acomb Road. Scent was catchy, with a storm in the air. The Askham bogs were full of foxes, and it was while the pack was hunting one of these that a tremendous thunderstorm broke. Horses would not face it, but the bitches hunted steadily on though thunder pealed and the lightning was most vivid. Directly the storm was over hounds ran better than ever, but they lost their for after all the many others were affect. they lost their fox after all; so many others were afoot. It is, perhaps, not so remarkable that hounds should hunt on through the storm as that they should find a scent to carry them forward. It so often happens that the breaking of a storm is the moment when scent seems to vanish utterly.

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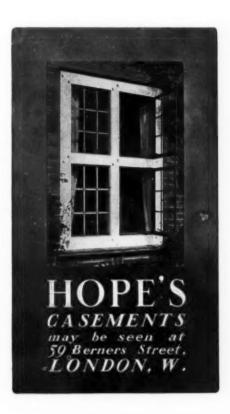
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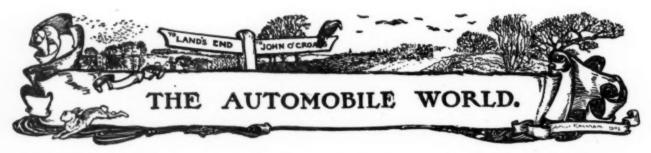
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HE strict enforcement of the new regulation relating to the lighting of motors has brought into strong prominence the need for the use of rear red lights on all vehicles. Head-lights are absolutely forbidden in the metropolitan area, and even electric side-lights have to be dimmed so that they give no more illumination than an ordinary oil lamp. The streets themselves being in many instances practically unlit, the difficulty of distinguishing an overtaken vehicle makes driving in the suburbs after dark a very trying business, even for the most careful of motorists. In some counties rear lighting is compulsory, and the present seems a very opportune moment to make the regulation universal, or, at least, to apply it to London. The matter has recently engaged the attention of the General Committee of the R.A.C. and its associated clubs which unanimously passed a resolution strict enforcement of the new regulation relating engaged the attention of the General Committee of the K.A.C. and its associated clubs which unanimously passed a resolution in the following terms: "That having regard to the present restrictions in the use of head-lights on motor vehicles, strong representations be made to the Home Office with the view to securing the adoption of an order making compulsory the use of rear red lights on all vehicles." It is an anomaly, to say the least, and one to which attention has often been drawn without result, that it is such at the control of the con that it is only the motor that is compelled by law to carry a rear light. In other words it is, in ninety-nine cases out of a hundred, the overtaking, and not the overtaken, vehicle which is

required to adopt this precaution.

A writer in the Austin Advocate, which since the commencement of the war has appeared in an abbreviated but still a useful and interesting form, draws attention to two causes which contribute towards the carbonisation of piston heads and combustion chambers. This bugbear of the modern motorist, he states,

is largely due (1) to running an engine slowly with almost closed throttle, as when waiting outside a house or shop, and (2) coasting down a hill with the throttle shut. These conditions mean that there is a partial vacuum in the cylinders, with the result that oil is sucked up from the cylin-der walls into the combustion space becomes and becomes burnt. The remedy for prac-tice (1) is obvious, while No. (2) can be got over by fitting an extra air-valve actuated n d by hand from the steering-wheel OF

dashboard As a matter of fact, the occasions when there is a negative As a matter of fact, the occasions when there is a negative pressure in the cylinders, and therefore a tendency for lubricating oil to be sucked up past the piston rings, are far more frequent than the writer states. Cars are driven nowadays almost entirely on the throttle. When it is desired to increase speed the accelerator is released and the car immediately exercises the sergice which then acts as a brake. Directly this overruns the engine, which then acts as a brake. Directly this condition arises it follows of necessity that the engine, even though it continues to fire feebly, is being starved of gas, and that a partial recommines to he leeply, is being starved of gas, and that a partial vacuum is being set up in the cylinders on every suction stroke. For quite a large proportion of the running time, especially if the car is driven much in traffic, there is therefore a tendency for lubricating oil to be drawn into the cylinders, and there is little doubt cating oil to be drawn into the cylinders, and there is little doubt that the modern style of driving on the throttle is mainly responsible for carbonisation troubles. No motorist, however, would willingly revert to the old days of inflexible engines and the constant use of clutch pedal and change speed lever. Nor would he revert to the big low compression engine which was a comparative stranger to pre-ignition. If it is impossible to prevent oil gaining access to those parts of the engine where it is a nuisance instead of a blessing, the only way out of the difficulty would appear to be to make combustion chambers more accessible for cleaning than is the general rule at the present time. Many makers have attained this end by designing their engines with removable heads, but as a rule this system has not found much favour as yet with the highest-class firms.

Although the present seems a time of comparative stagna-tion in the development of the motor-car inasmuch as the makers, deprived of the stimulus of the Olympia Exhibition and the huge flow of orders which reach them at this season in a normal year, are producing very few new models, there can be no doubt that the war is teaching them a number of useful lessons which will be reflected in the cars of the future. Every firm of any standing has hundreds of its vehicles at or near the front and working under the most trying of conditions.

Excessive loads, roads broken down by an enormous Excessive loads, roads broken down by an enormous volume of heavy traffic, and drivers not always so skilled as they should be and lacking sufficient time for repairs and adjustments, form a combination which few if any of the mechanical vehicles of to-day can withstand with impunity for long, and it is, therefore, hardly surprising that the wastage in the army transport is prodigious. We believe that for long, and it is, therefore, hardly surprising that the wastage in the army transport is prodigious. We believe that things are improving, and that the facilities for giving the "stitch in time," which is so essential if any motor vehicle is to be kept in good order, are being increased rapidly. At the same time, many weak points, which would not be clearly revealed till after prolonged use under normal conditions, have already come to light, and there are few designers who are not wiser than they were four months ago. We believe that some of the most they were four months ago. enterprising firms are taking steps to observe at first hand the behaviour of their vehicles at the front, and the result should be

learnt in the strenuous period strenuous period of the war. Steer-ing, suspension and transmission should all benefit

materially.
The Vauxhall
Company, like
many other well known firms. building an ambulance at a low price. The body is of the four-stretcher type, and can be type, arranged to comply with crus. War Office or Red Cross require-ments, as may be desired. The chassis is 16-20 h.p., with wheelbase



1915 12 H.P. ROVER COUPE.

The latest improvements include domed wings and a radiator with curved edge,

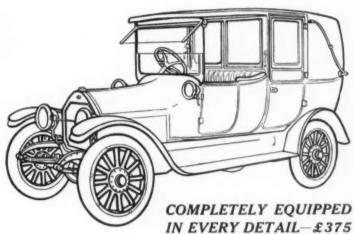
wings and a radiator with curved edge.

16—20 h.p., with a wheelbase of 11ft. 11in., and special gearing, springs and wheel rake, and the entire vehicle is supplied, completely equipped, for £400. A number of these ambulances have already been built for the war.

Only slight alterations have been made in the 12 h.p. Rover of which the 1915 model is illustrated herewith. Domed wings are now employed and a neatly fitted accelerator pump has been fitted with the object of assisting the water circulation. A slightly rounded edge has been given to the front of the radiator, an innovation which adds to the appearance of the car and saves no less than 7ft. of soldering, thereby materially reducing the risk of leakage. The compression of the engine has been slightly reduced, compensation for the resultant loss of power being secured by an improvement in the valves. These two alterations are said to lessen the carbonisation troubles which are characteristic of the modern high efficiency engine. It may be interesting to remind our readers that several improvements have been made in the Rovers during the past few months. For instance, Thermoid linings have been fitted to the footbrake, and the oil circulation is maintained through oil-ways formed in the engine base chamber casting instead of through separate copper pipes. The price of the 12 h.p. Rover remains unchanged, in spite of the increased cost of materials due to the war. due to the war.



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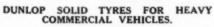
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#### NOVEMBER THE WORST (?) MONTH FOR SHOOTING.

F we were asked to-day in what month of the year most shooting was done in normal seasons and the largest head of game was killed, should we not be likely to answer November? It is the month of the heaviest covert

shoots, and it is not a month in which the big partridge shoots are by any means over. The leaf is coming off the trees; all makes for the firing of many cartridges, and probably our gunmakers would tell us that it is the month which makes their account, under this head, the largest. It is rather curious, in the light of this, which would be a generally expressed opinion to-day, to find Colonel Hawker expressing the opinion of the very best of the shooters of a hundred years ago: " If there is one month worse than another for shooting I should be apt to consider that it is The warmer November. weather of September and October is then gone by.

and the birds become wild and cunning. The fall of the leaf, with the sports of rabbit, woodcock, snipe and wildfowl shooting are not, in general, to be fully enjoyed till December and January, so that, in the event of a sportsman finding it necessary to leave the country during the shooting season on any business, the precise time for which might be at his own option, I should advise him to choose this, the middle month, for laying his gun aside."

#### REASONS FOR THE CHANGE OF VIEW.

Certainly it is not the month which a man so situated and acting on such motives would choose now for laying up his gun. It is a sign of the changed conditions of the sport that there should be this difference in the outlook of that time and of this. The leaf not being off the trees, as a rule, in November, is a circumstance which interferes with covert shooting even to-day, but it is easily to be understood that it does not add to the difficulties nearly as much as it used to do in the days when

the shooter kicked up his game for himself in the undergrowth of the woodland or shot it as it rose before his pointing dog. Some of the old writers on shooting go so far as to recommend for the sport an old dog that will break its point and run in, so as to flush the pheasant which would otherwise run and



O. J. Wilkinson.

A SURVIVOR OF THE FIRST SHOOT-OVER.

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decline to rise before it. That is a depth of canine immorality which we have never, in our own lives, cared to encourage except for the flushing of such an inveterate runner as the landrail, and, after all, a hustling spaniel is, perhaps, a better assistant in this rather nefarious work than any pointer or setter. But the shooter himself nowadays does not have to work at the putting up of the pheasant. That is a business which he leaves to the beaters, and if he is posted outside a covert the leaf on the tree does not make much difference to him. Of course. where the birds have to be taken among the trees themselves, it is quite another story; and doubtless when the leaf is thick on the undergrowth it gives many a pheasant the chance of running back or lying low, and so being passed over, which would have been easily put to flight had it not been for the foliage. The November leaf on the tree still makes a difference, but not nearly so great a difference as when the shooter, with his dog's aid, had to do what is beater's work to-day. As for

the pheasants, their increased wildness and readiness to take to flight at the beater's coming is a point to the good.

#### PHEASANTS FOR THE TABLE.

That the supply of pheasants should exceed the demand is certainly somewhat remarkable, but it is nevertheless a fact if we are to believe an unusually well informed correspondent in the Eastern Counties. Moreover, confirmation of this statement comes from the Home Counties, as in a certain cathedral town a brace of pheasants was bought recently for half a crown. At four shillings a brace they compare favourably in value with a couple of fowls, and in an acorn season such as the present the same remark should apply as to weight.



O. J. Wilkinson. "TAP, TAP, TAP-IT IS SURELY TIME TO QUIT."

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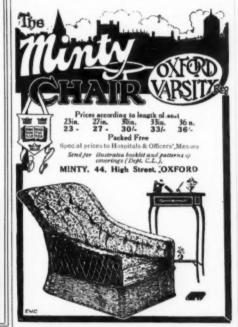
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#### **HRISTMAS** PRESENTS.

OUBTLESS many have wondered how the justly famed Hamley toy emporium would come out with their Christmas show, for it is an open secret the toy industry has not hitherto flourished to the same their Christmas show, for it is an open secret the toy industry has not hitherto flourished to the same extent here as on the Continent. At the same time a vast deal more has been done in this connection than the general public are aware of. Toy soldiers and sailors, for example, are infinitely better when British made, as they are to a man, at Hamley's. Naturally a demand for both the services in miniature has never been equalled, or even approached, foreseeing which Mr. Hamley arranged that his equipment should be of the best and most exhaustive character. Quite within recent days also there has been a big delivery at Hamley's of dolls and novelties from France which has appreciably helped to swell the display. But one is brought up to the full realisation of what enterprise and energy it must have taken to get out in the actually short time that has elapsed since the war commenced such thoroughly typical offerings as the Ally dolls. This group shows a British Tommy together with a French, Belgian and Russian, all perfectly thought out and immediately distinguishable. There are lifelike replicas of our own King, the King of the Belgians, Kitchener of Khartoum, Generals Joffre and French and Admiral Jellicoe. Of this group the "Kitchener Doll" is an excellent example, Many adults will buy these dolls as souvenirs, while they are already being freely used as mascots on motor-cars. John Junior, the Jolly Bulldog, the success of the season, is likewise depicted, draped with the Union Jack and wearing his jaunty blue cap with its Britannia ribbons; while finally there is a Hamley's capital sports doll, a breezy little lady, with hands in pockets of her fleecy coat, and wearing a smart scarlet silk woven cap and scarf. Another very important novelty is a large hospital. This is quite a palatial affair, called a Screen House, most realistically, fitted up with a bed, in which lies a wounded warrior doll

THE SCREEN HOUSE UP TO DATE.

attendant nurse, table laid out with the invalid's meal, comfortable cushioned chair for the convalescent period, and washing-stand equipped with basin and ewer, and such sad emblems as a roll of bandages, medicine bottles, etc. A slight stretch of the imagination and one could almost smell the ether. Altogether a remarkable achievement well worthy the house of Hamley. There is no dearth of the jolly wicker baskets, in every Hamley. There is no dearth of the jolly wicker baskets, in every conceivable shape and form, and variously filled with tea and dinner sets, dollies' wardrobes—one for baby being especially fitted with soft toys. A series of mechanical walking animal toys are highly amusing and extraordinarily inexpensive, while among the customary plethora of choice in games, Raylo, a railway device, takes pride of place in point of novelty and excitement, its manipulation being explained by an expert worker at all Hamley's branches—200–202, Regent Street; 86–87, High Holborn; 512, Oxford Street, W.; 59, Knightsbridge, S.W.; and 35, New Oxford Street, W.

#### THE CUP THAT CHEERS.

A gift that few people will despise is a choice tea, and when the present is put up in a handsome caddy, it appeals to the eye as well as to the palate. The United Kingdom Tea Company, Limited, of Empire Warehouses, Paul Street, E.C., are offering

three particularly attractive caddies for presentation purposes, which they are prepared to fill with any tea in their list and send carriage paid to any address. Samples of tea will, of course, be submitted on request, but for the guidance of our readers we would hint that the company hold a limited quantity of Golden Tipped Darjeeling at 4s. 11d. per pound, a tea of a delicious and quite distinct flavour, which would cause the donor to be held in grateful remembrance. For invalids, who usually like tea, and requestly, find it disagree with them, we would suggest the grateful remembrance. For invalids, who usually like tea, and frequently find it disagree with them, we would suggest the "Volora" brand, which is specially prepared for people of delicate digestion. It has a delicate, soft flavour, and is at the same time singularly free from tannin. It is, by the way, specially recommended by the *Lancet*, and can only be obtained, packed in tins, at 2s. 8d. per pound. Other good teas in the United Kingdom Tea Company's list are No. 7, at the same price, which has a full, pleasant flavour, and No. 5A, or "Terrace" tea, as supplied to the House of Commons; while for general gifts we would recommend No. 3B, the "New Century" blend, at 1s. 11d. China teas, in the original half-pound packets and Ilb. caddies, are another novelty. The company make no extra charge for making up small packets for charitable purposes. for charitable purposes.

#### SOME DAINTY NOVELTIES.

"Ideas for Christmas Presents" is the inspiring title of an illustrated brochure just issued by Gorringe, Buckingham Palace Road, S.W., and truly the ideas are prolific and suffi-Palace Road, S.W., and truly the ideas are pronne and sumciently varied to meet all tastes and purses. The useful gift is here, as elsewhere, somewhat emphasised, particularly in leather goods, such as the fitted attaché case, motor case and the little vanity cases now known as party cases, equipped with the necessary toilet requisites in miniature. A lady's dressing roll-up in tan calf, fully fitted, is only 16s. 9d., and is a capital stand-by friend for travelling and motoring. In frames there is a particularly continue leather either avallor square triend for travelling and motoring. In frames there is a particu-larly nice range in brown antique leather, either oval or square, and obtainable in every size down to the midget,

double pocket frames, now so much in demand, in coloured roan or the same antique leather, commencing as low as 1s. 3 d. Gifts for men, and the troops in particular, include a capital Army hold-all, specially arranged to take up the minimum of space and yet containing every necessity in the way of thread, wool, buttons, etc., for a soldier's requirement. This is made of khaki soldier's requirement. This is made of khaki linen, and has been brought out at the extraordinarily low price of is. 4½d. Two novel Army pencils are shown—one at is. comprising a silver pull-out holder fitted with lead pencil, and the other at is. 6d., having a strong screw action capable of standing any amount of wear and tear. capable of standing any amount of wear and tear. Dainty dress trifles provide another seasonable suggestion, such as tulle bows with paste slides, a pair of paste shoe buckles and jewelled hair prongs. The new satin ribbon pansy is a trifle that may be safely trusted to please any girl, while the general choice in floral garnitures, posies and hair adjuncts unfailingly reflect the always admirable taste exercised by this time-honoured establishment. Gorringe's illustrated catalogue can be had for the asking, and will be found a valuable Christmas shopping medium.

#### A USEFUL NOVELTY.

High in the list of utilitarian presents we would place the "Dazla" Knife Cleaner recently introduced by the Homeware Manufacturing Company, 17, Albion Street, King's Cross, N.

company, 17, Albion Street, King's Cross, N.

It consists of a polished wooden box, in which double cleaning pads slide to and fro on ball bearings. The knife to be cleaned is inserted between the pads, which are drawn across the blade with a slight pressure on the handle. The surfaces of the cleaning pads are undulated so as to increase the effectiveness of the machine and give a straight burnish across the knife from edge to back. The machine will clean twelve table knives in two minutes without damaging the blades or wrenching the handles. minutes without damaging the blades or wrenching the handles. It will take any size of carving knife, and dessert knives as well as table knives, keeping them in thoroughly good condition and always sharpened. The leathers last a long time, but when and always sharpened. The leathers last a long time, but when worn can be exchanged and refills supplied at a nominal cost, and the price of the "Dazla" is only half a guinea.

#### SOLDIERS AND SAILORS IN THE MAKING.

Perhaps it is scarcely fair to put an appeal in a Christmas Presents page, but, as a matter of fact, this is hardly an appeal. We have received a leaflet from that deserving institution, We have received a leaflet from that deserving institution, Dr. Barnardo's Homes, stating that no fewer than 704 Barnardo boys are known to be serving in the Forces. There are 400 in the Canadian contingent, 93 in the Home Army, 195 in the Navy and 16 buglers in Lord Kitchener's Army. Three were on board the Cressy, Aboukir and Hogue; one was saved from the Hawke; another, who joined the Navy in 1911 and earned the Admiralty grant of £25 for first-class schooling, seamanship





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and gunnery, was seriously wounded on the Loyal; while another has helped disable the Karlsruhe. Dr. Barnardo's system evidently breeds men, not football watchers, and it is up to us to further the object of the Homes, which may best be done by sending a prompt donation to the head offices, 18—26, Stepney way, London, E.

#### ALWAYS ACCEPTABLE.

While probably the spirit of sympathy and the instinct of generosity were never more active than at the present time, the need of careful expenditure inclines us all towards the useful rather than the ornamental in our choice of gifts; and so far from making the choice more difficult, this limitation really simplifies matters. Among the always acceptable useful presents for both sexes, one can safely reckon pocket handkerchiefs, for which I would recommend my readers to go to Messrs. Robinson and Cleaver, Limited, of the Linen Hall, Regent Street, W., and Belfast. Messrs. Robinson and Cleaver are famous all the world over for the fine qua

and Cleaver, Limited, of the Linen rian, regent Street, W., and Belfast. Messrs. Robinson and Cleaver are famous all the world over for the fine quality and finish of these wares, while the embroidery, monograms, etc., are exquisitely executed. Take, for example, those we illustrate. First comes a dainty specimen of finest mull, embroidered and hem-First comes a dainty specimen of finest mull, embroidered and hem-stitched, good enough for any use, and costing only 7s. 6d. per dozen. The example with a scalloped border and embroidered, in equal quality but slightly smaller, is priced at 5s. 11d.; while the third, also in fine mull, embroidered and hemstitched, costs a halfpenny more. Men's cambric handkerchiefs with taped or corded borders, about 21in. square, cost 7s. 3d. per dozen, or 8s. 6d. in a larger size; hemmed linen cambric with an em-broidered initial, 8s. 9d.; while a very nice handkerchief, about 18½ in. square, with a half-inch hem, may be obtained for 5s. 3d.



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dozen. These are only a few of the good things the firm showing, and the shopper will certainly be repaid for a visit the dozen. to Regent Street.

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W., will doubtless have paid them a visit already this Christmas time. For the guidance of those who have not, we illustrate herewith one or two articles from their fascinating stock, asking our readers to bear in mind that not only is not a single leather article of German or Austrian manufacture — and this is a class of goods in which these countries have hitherto commanded a huge British market—but also that the firm employs 1,300 hands in England in their own manufactory. The little vanity case shown here is made from a new leather which has the appearance of striped silk. The numerous gilt fittings (which also include shown here is made from a new learner which has the appearance of striped silk. The numerous gilt fittings (which also include a purse to match the case and attached by a neat chain) are skilfully placed in very small compass. This case is most ingeniously made and daintily finished, and moderately priced at 27s. 6d. The new style oval jewel-box makes a delightful gift, both dainty and useful. A choice of colour is given in gift, both dainty and useful. A choice of colour is given in red, green, blue or purple morocco. It measures 6¼in. by 2¼in., and costs only 18s. A larger size, measuring 8¼in. by 6in. by 2¼in., has the tray specially divided to accommodate long chains, besides rings and other jewellery, and costs 25s. Now that we are putting our needlework and knitting to such practical uses, the new floor sewing basket will appeal to many purchasers. The height, closed, is 21in., and the tapered "well of plain silk, furnishing a convenient receptacle for work in hand, is effectively gathered to a stiffened base. The lid, which is 10¼in. square, is covered with watered silk and is fitted with a supply of English sewing accessories, including a silver thimble. a supply of English sewing accessories, including a silver thimble. It is made from red, pale blue or pale green silk combined with brown wicker, and costs 36s. This brief note gives little conbrown wicker, and costs 36s. This brief note gives little conception of the large range of beautiful new goods which are offered at the Mark Cross showrooms, and we would heartily recommend our readers to see for themselves the delightful and sensible gifts specially prepared for this War Christmas.

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OW that so many people are placing their houses at the disposal of the authorities for use as hospitals, convalescent homes, etc., special interest attaches to the photograph of Gatcombe House, Newport, Isle of Wight, the residence of Sir Charles Seeley (the father of Colonel Seeley, who is now on ervice), which has been converted into a Red Cross. The house has been very thoroughly equipped for se, even to the extent of putting in a special lighting in. This work was done by Messrs. R. A. Lister and Co., Limited, of



GATCOMBE HOUSE.

it is specially suitable for Red Cross hospitals. absolutely simple, reliable, and portable, and, since the action is entirely automatic, no engineer is required to superintend the running. Those of our readers who contemplate converting their houses for the use of the Forces or require a new lighting their houses for the use of the Forces of require a new lighting system for domestic purposes should write to Messrs. Lister and Co. for references, catalogue and prices, while the plant itself can be seen working daily at the firm's London offices, 47. Victoria Street, Westminster. BILLIARDS FOR ALL.

There are many people who, although keen on billiards, regard the game as a luxury unattainable at home, either on account of the expense of a table or lack of space to devote to it. The idea that billiards can only be played on a standard table is, however, erroneous, given true angle and level and the right height in the substitute; and we have to thank Messret. E. J. Riley, Limited, of Accrington, and 147. Aldersgate Street, E.C., for bringing out a combination dining and billiard table whereon one may enjoy as good a game as on an ordinary billiard table, and which costs about half the price. The "Cameo" table, table, and which costs about half the price. The "Cameo" table, as it is called, can be had in all sizes from 5ft. 4in. to 9ft. 4in., in light, dark or fumed oak or mahogany. It has solid legs, is fitted in every respect like a high-class billiard table, and has a patent automatic action for raising or lowering, while the dining table top rests above the table and is quite separate. Another excellent Riley patent is the "Combine" billiard and dining table, a substantial table which can be adjusted to either purpose in half a minute, the adjustment movement also combining an arrangement for levelling the table to perfect accuracy. For ordinary home use an immense amount of pleasure can be obtained on a Riley Miniature Portable Billiard Table, which obtained on a Riley Miniature Portable Billiard Table, which runs in sizes up to 8ft. 4in. In this, again, only the finest materials are employed, the table resting on solid mahogany legs bolted to the framework, and lifting off, while the framework can be unbolted and stored in a small compass. We might suggest the gift or loan of a table of this type would be very welcome to soldiers in training where level floor space could be obtained. THE

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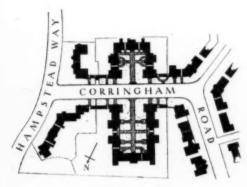
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#### KHAKI. HUNTING

TH Lord North's basset hounds last greater part of the field were in khaki, for the officer commanding the local recruits took them to the meet of the basset hounds instead of a route march. They enjoyed it immensely, and, as one does when hare hunting on foot, put in a lot of useful work without knowing it. In these days of bicycles and motor-cars men have to be taught to walk. I do not believe that men of all classes in my neighbourhood ever walk more than half men of all classes in my neighbourhood ever walk more than han a mile except when they take a day with otter hounds or beagles. There have been quite a number of officers back on short leave in our hunting fields. They all seem to have undiminished keenness about hunting and to tell the same story about their desire that we should keep hunting up. I think some were as surprised as pleased at the quiet, steady way in which hunting is being carried on with a view to the future interests of the sport. We are learning some lessons of economy ourselves which will be needed, as there will be very little money for some time after the war is over time after the war is over

#### SMALLER PACKS.

I have often thought that one obvious economy is to keep I have often thought that one obvious economy is to keep fewer hounds. We often see packs of twenty couples and over in the field. Now it may fairly be said that of those twenty couples not more than fifteen do any real work. The others are there because huntsmen think (and perhaps some Masters agree) that it looks as if the establishment was a poor one if a small pack, say, sixteen couples, is out. But every huntsman knows that if he took out only those hounds that actually were knows that if he took out only those hounds that actually were of use, he would leave any number up to ten couples at home. Somervile, Beckford, Scrutator and Delme Radclyffe are all united in preferring small packs, from sixteen to seventeen couples, to larger numbers. I believe that with a small pack, carefully drafted head and tail, a huntsman will find that he has actually more hounds on the line of his fox than if he had a larger number of hounds stringing out. Again, in India, when I hunted hounds there, I had seldom very efficient whippers-in, and I found it easier to show sport with a small pack that were handy. I took great pains to make friends with my hounds, and I believe they would have done almost as well without a whipper-in at all.

#### THE BELVOIR.

Of the Belvoir Masters, Lord Robert Manners is on the Staff, but Mr. Bouch has had four days' leave to look at his hounds. He had good sport, but missed a wonderful gal op in their Lincolnshire country on the borders of the Blankney country. I have four old Belvoir diaries written by very hard men of that country who understood hounds. I find that practically nearly every one of them records some remarkable instances of sport from this corner of the Hunt. But the last day, when hounds met at Cranwell, and began by drawing Dunsby Gorse, was the best I have read of, for the scent was hot and the pace can only be described as racing. In the first run, when the pack ran up to and beyond Temple Bruer into the Blankney country, the hounds were for a long way quite clear of the horses, and still raced on to Griffin's Gorse and Wellin Gorse. Those readers who know this country will agree that it takes a very good horse to cross it. The second fox gave a real Belvoir burst of fifteen minutes, and the day ended with a very fast fifty minutes from Cranwell Wood to Leasingham. Considering the time and the pace it must have been a wonderfully stout ing the time and the pace it must have been a wonderfully stout

fox. He got to ground at last with hounds close at his brush, and thus finished one of the most remarkable days of sport

#### THE WATERFORD.

THE WATERFORD.

This pack has, this season, been divided into the East and West Waterford. Mr. Widger, whose connection with and knowledge of Irish hunters is known far beyond his own country, has taken the Eastern side of the late Lord Waterford's country. The meeting-place of the hounds was the Mall at Waterford, where there was a good gathering, and before hounds moved off there was a collection for the wounded Irish soldiers. The collection amounted to nearly twenty-five pounds. The sport was only moderate, for the rain came down and the wind blew half a gale. The wonder is that hounds could hunt at all, but they did have a brief hunt. they did have a brief hunt.

#### THE MIDLANDS.

THE MIDLANDS.

Whether it is the absence of the crowds which press on them at other times or not, it is certain that the last few weeks have been marked by some noteworthy houndwork. It is quite common to hear or to see a pack working with a self-reliance and independence which would not be possible in the ordinary circumstances. But it is also true that on the days when hounds can hunt at all they seem able to hold the line wonderfully. One remarkable scenting day has been noted above, but to take an instance from a country which must be familiar to most of my soldier readers, Mr. Fernie's pack found an afternoon fox at Tamborough Hill; straight past Illston's Wide Pastures he ran up to Shangton Holt. There is a familiar line across the ran up to Shangton Holt. There is a familiar line across the valley to Sheepthorns. The hounds were driving hard in Shangvalley to Sheepthorns. The hounds were driving hard in Shangton and the fox could not linger (often riding this same way have I seen the whole chase before me as the pack and the five or six men who always led and nearly always the same riders), dipped into the valley and rose the opposite slope. But the fox could not reach Sheepthorns. Already the pressure of the chase was beginning to tell, and he turned back sharply as if for Shangton. But how much the drive of the pack had told was shown by the fact that he refused both Shangton Holt and Hardwick's and could not enter Noseley Woods; he was fairly killed in the open just beyond the last-named place. This was a first-rate hunting run, hounds being scarcely ever off the line. Within hunting run, hounds being scarcely ever off the line. Within certain limits " continuance " is one of the charms of fox hunting Another hunting run in a country where it is not always possible to see the pack work took place with the Quorn over the cream of their Monday country. Marriott's Spinney held a fox. Quickly he slipped over to Saxelby Wood, thence to Grimston Gorse; after that he kept to the open. Readers will note that Gorse; after that he kept to the open. Readers will note that this fox had taken the best line possible. Hounds were now hunting steadily over the pastures and pointing for Shoby Scholes. We missed the gallant crowd who are wont to competent the Scholes will be shown that the scholes were the scholes with the scholes were the scholes were the scholes with the scholes were the s over these wide pastures and strong fences; the Scholes was hi limit. He turned back and found the substitute for which he had been looking in Lord Aylesford's cover. It was good hunting and well suited for a company, most of whose leaders are absen or who have to be careful of their horses. Twenty-three minute without a check over the Ranksborough country with the Cottes more is worth living for. They ran their fox into Pickwe village, where the villagers turned out to shout like one man, of or the matter of that, like many women. This saved the form the hounds were confused and excited, and in the meantime to fox crawled quietly away and still lives.

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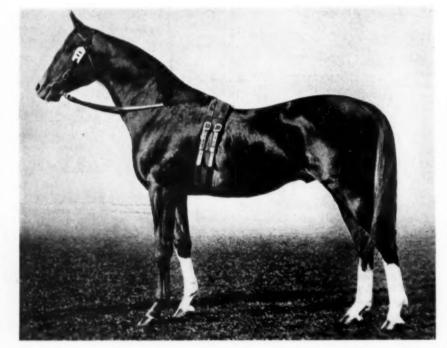
NOT uninteresting chapter of Turf history might be written about the breeding and performances of some of the stallions whose death we have had to record of the stallions whose death we have had to record in the course of the last twelve months. In the space at my disposal I can, however, only deal briefly—very briefly—with the subject. Of the recently departed sires St. Frusquin is one. Got by St. Simon out of Isabel, by Plebeian, he was himself a first-class racehorse, but so far unfortunate that he was foaled in the same year as Persimmon, another son of St. Simon. Between these two colts there can have been little difference in point of merit, but the balance inclined in favour of Parsimmon, the bigger and probably rather the letter. little difference in point of merit, but the balance inclined in favour of Persimmon, the bigger, and probably rather the better stayer of the two. They fought out a tremendous battle in the Derby of 1896, a battle in which the longer stride of Persimmon enabled him to beat St. Frusquin by half a length, but later on, with a pull of 3lb. in his favour, St. Frusquin beat Persimmon by half a length in the Princess of Walcs' Stakes. Nor was their rivalry ended when, their racing careers at an end, they took up their duty at the stud. But here again Persimmon had the best of the argument; for although more than once St. Frusquin of the argument; for although more than once St. Frusquin ran him close for the honours attaching to the champion sire of the season, he was the leading sire in 1902, 1906, 1908 and 1912, whereas St. Frusquin had only one championship to his credit—that of 1903. But St. Frusquin was, in fact, a singularly successthat of 1903. But St. Frusquin was, in fact, a singularly successful stallion, for he not only got individual racehorses of high class, such as St. Amant (winner of the Two Thousand Guineas and Derby), Flotsam, Rhodora, Flair, Lesbia and Vivid, to say nothing of St. Anton and Pietri—colts whose careers was marred by infirmity—but he was a consistent getter of winners. His two best sons are St. Amant and Flotsam, both of whom have already shown their ability to get winning stock. Another St. Frusquin sire is the well-bred St. Martin—own brother to Quintessence—and there is reason to hope that Mr. J. Buchanan's young horse, Tullibardine, by St. Frusquin out of Floors, by Trenton, will in his turn do something to maintain the reputation of his ton, will in his turn do something to maintain the reputation of his brilliant sire. I may, perhaps, here add that Mr. Buchanan brilliant sire. I adopted the sen-

sible plan of sending Tullibar-dine and Jingling Geordie to Newmarket for week of the week the Sales December that in order breeders might an oppor tunity for inspectirg them, with that nominations have been booked both horses and that there are offers to purchase Jingling Geordie; but the horse is not for sale at present. He has gone to take up his duties at the Cobham Stud at a fee of o guineas, a very modest amount to pay for the services of a horse got by Santry out of Meringue, thus combining Gallicombining Galli-nule and Cyllene and himself

the Caterham Stakes, the Lavant Stakes, the International Two Year Old Stakes (giving 9lb. to Absurd, subsequently winner of the Middle Park Plate), the Greenham Stakes, the Craven Stakes, the Kingsclere Stakes and the Imperial Plate at Lingfield Park. To get back to my subject, St. Flusquin won close on 33,000 sovs. in stakes in the course of his career as a racehorse, he was a most successful sire, and he leaves behind him some he was a most successful sire, and he leaves behind him some twenty sons and sixty daughters to perpetuate his race and fame. Ladas is another of the stallions whom we shall see no more. Even up to the end he retained the beautiful bloodlike elegance of his younger days, a distinguishing characteristic to be expected of a son of Hampton and Illuminator, a mare got by Rosicrucian out of Parafinn. Here, indeed, is a pedigree for the student of breeding to analyse, fit subject, too, for a writer on the history of famous racehorses. As a two year old Ladas was never beaten; as a three year old he won the Two Thousand Guineas, the Deiby and the Newmarket Stakes, and would undoubtedly have won the St. Leger as well had his rider—T. Loates—been able to hold him in the earlier stages of the race. His son Troutbeck did win the St. Leger, and another of the race. His son Troutbeck did win the St. Leger, and another of his sons—Epsom Lac—won the then 10,000 soys, stakes,

Princess of Wales' Stakes and the Eclipse J. Buchanan, upon whose racing ventures Fortune has chary of her smiles in recent years. Epsom Lad was been chary of her smiles in recent years. Epsom Lad was certainly a good horse; so, too, I have always understood, was Sailor Lad, by Ladas out of Seabreeze, but I believe that he never really recovered frem an illness from which he suffered as a two year old, and he did nothing to distinguish himself as a racehorse. As a classic winner Troutbeck may, perhaps, claim to rank as the best son of Ladas now at the stud; but there are others, among them Long Tom, a beautifully bred horse out of Fuse, by Bend Or out of Fusee, and Roquelaure out of Roquebrune, by St. Simon out of St. Marguerite, by Hermit out of Devotion. It may be that it will be through his daughters that Ladas will be best remembered, for their value as brood mares has already been amply demonstrated, and there is fortunately, an ample supply of them, some sixty or more being accounted for in the most recent volume of the Stud Book. fortunately, an ample supply of them, some sixty or more being accounted for in the most recent volume of the Stud Book. A remarkably well-bred horse, too, was Collar, got by St. Simon out of Brooch, a successful stallion as well; for between them histock accounted for over 100,000 sovs., most of which was unfortunately for his home reputation, sent abroad, owing to the fact that, owing to the demand for them by foreign breeders his owners sold most of the marks in fool and feels by him. his owner sold most of the mares in foal and foals by him to foreigners. So it happens that there are few, if any, horses go by Collar now in the stud. Nor are there many of his daughters not more, I should say, than five-and-twenty—in this country but that some of these will make their mark as brood mares but that some of these will make their mark as brood mares is more than probable, the more so that, although Collar himself, son of St. Simon though he was, seldom got stock showing the characteristics of St. Simon. I have already seen produce of Collar's daughters showing plainly enough the St. Simon blood derived through their dams. Goldfinch, another of the recently departed sires, takes us back to the palmy days of the Kingsclere stable and John Porter, for among the two year olds in that famous establishment in 1891 were Goldfinch, Orme, La Flèche and Windrell. Even by convergion with his distinguished conand Windgall. Even by comparison with his distinguished con-

temporaries, Goldfinch, a splendidly bred colt by Ormonde out of Thistle, was a good two year old; he won the Kempton Park Biennial and the New Stakes at Ascot, and only Ascot, and lost the lost Iul: Stakes by a head but he was un-sound, and was but a patched-up cripple when he ran for the Guineas in the follow-He ing year. represented at the stud by Hawfinch and The Reeve docks by some ten or a dozen brood mares, a m Chelandry among them Chelanary, Miss Chaffinch and Annora, Matchbox, agama-name "dead" must now be

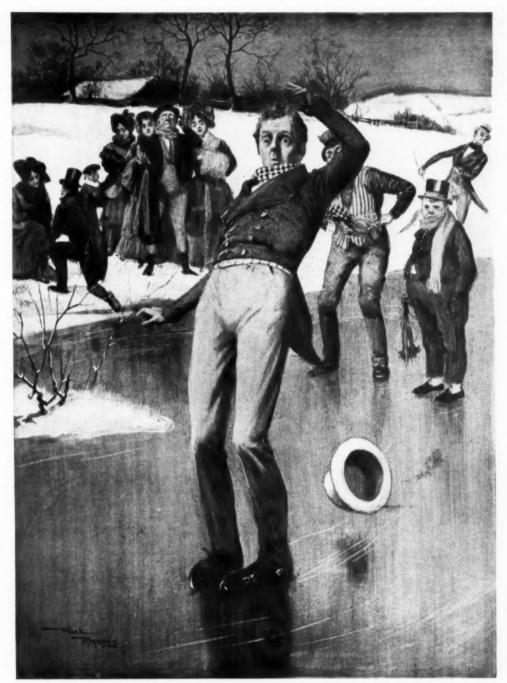


W. A. Rouch. JINGLING GEORDIE. BY

SANTRY—MERINGUE. Copyright. of the Kingsclere stable, and in 1893 won the Great Breeders' Produce Stakes, the Criterion stable, and in and the Dewhurst Plate. In the following year he ran second to Ladas in the Two Thousand and the Derby, and was also second to Dolma Baghtché in the Grand Prix. Baron Hirsch bought him for 15,000 guineas after he had 1 un second in the Derby, and afterwards passed him on to the Austrian Government. Rock Sand (sire of Tracery) was serving in France at the time of his death, but he must be mentioned, for besides having been a winner of the Two Thousand, the Derby and the St. Leger, his name recalls one of the most memorable races ever run—that for the Eclipse Stakes in 1903. Ard Patrick and Sceptre had between them won all the classic races of the previous year Rock Sand was that year's winner of the Two Thousand and the Derby. What a race it was. Rock Sand was the first to "crack," then Sceptre and Ard Patrick fought out a tremendous finish. Gamely the mare held on, but inch by inch Ard Patrick was subsequently sold for 20,000 guineas, Mr. Belmont purchased Rock Sand for 25,000 guineas. The famous mar is now the property of Mr. J. Musker.

# **BUCHANAN'S**

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No. 5 .- Second Dickens Series :

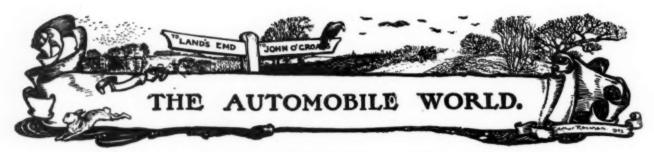
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-" Pickwick Papers."

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#### THE HALF-WATT LAMP.

LECTRIC lighting for motor-cars was made practical by the perfecting of the metallic filament glow lamp. The old carbon filament lamp absorbed about four watts to the candle-power, and adequate car lighting under these conditions would have meant carrying a very powerful and heavy dynamo, and also an extremely large battery of accumulators. The metallic filament lamp reduced the consumption to about one quarter of the original amount; that is to say, about one watt or a little more to the candle-power. Thus, for example, a fifty candle-power metallic filament lamp on a twelve-volt circuit would take about four amperes. A car-lighting system aggregating about 120 candle-power would need about ten amperes at twelve volts. This was a requirement that could be met by a generator of reasonable size. Still more did the tungsten lamp affect the possibility of adopting a system partially dependent on accumulators, the weight of which is more or less in direct proportion to the output required.

We now have in a practical form a still further improvement tending in the same direction. This is the type of glow lamp designated the "half-watt lamp," though for small powers the consumption is probably rather greater than half a watt to the candle-power. Nevertheless, the new type represents substantial economy as compared with the ordinary metallic filament lamp. It enables a lighter outfit to provide adequate lighting. Alternatively, it makes it possible to enlarge the utility of

existing out-fits, either by increasing the power of the lamps or adding extra lamp example, for example, for the intelighting a ca.
If an body. If an ordinary glow lamp run at too high a pres-sure, it gives extraordi narefficient lighting for a time, but the filament rapidly very

A SPECIAL DAIMLER WITH BARKER BODY.

Built for H.R.H. the Prince of Wales for use at the front.

breaks up. The temperature is, in fact, so great that the filament becomes converted into vapour. Even under ordinary conditions the same action goes on more slowly, weakening the filament and simultaneously blackening the interior of the bulb by a deposit of metal which condenses upon the glass.

In the new half-watt lamps this action is almost entirely prevented. After the air has been exhausted from the bulbs, an inert gas, such as nitrogen, is introduced. The pressure of this gas on the flament prevents it from vapourising at the old temperature. The behaviour of water when heated is a fair analogy to explain what happens. It is well known that the boiling point of water depends on the pressure of the air around it. If the air pressure is increased, the water does not boil until a higher temperature is reached and vice versa. Thus, the introduction of the nitrogen into the bulb allows the filament to be run at a higher temperature without being disintegrated, or even spoiling the lamp by a gradual blackening process.

without being disintegrated, or even spoiling the lamp by a gradual blackening process.

There is, however, a tendency for the heat from the filament to be conveyed away through the gas. This difficulty is overcome almost entirely by forming the filament into the shape of a closely wound spiral. In this form it is, from the point of view of convection of heat, tantamount to a short, thick filament, the volume of which is great in proportion to its area. The rate at which heat is lost depends on the area and not on the volume, and consequently a filament so formed reduces heat losses to a minimum. At the same time, as it is not really a thick filament, but a very thin one

in a peculiar form, the current required to raise it to the necessary temperature is small. From this brief and necessarily incomplete explanation of the principles involved it will be seen that there is nothing about the new half-watt lamps to make them unusually delicate or subject to troubles not experienced with the old types. Consequently, they are likely to be widely adopted, and to have a considerable influence on the future of electric car lighting.

#### SOME LESSONS OF THE WAR.

IT is difficult to extricate any definite principles from the mass of incomplete and often contradictory information which leaks through from the front. There is, however, quite good reason to believe that, so far as motor vehicles are concerned, one of the effects of the war may be to develop the light, flexible principle of construction rather than designs which depend on massive rigidity for their strength. Among those responsible for the transport and supply columns there is a marked tendency to encourage the use of comparatively light vehicles dealing with loads of about 30cwt. in preference to the "fourtonner" of substantial type. A year or two ago the German Government came to the conclusion that its military lorries were too heavy for the work they might be called upon to do, and introduced regulations with a view to reduction of weight. In France the tendency has always been in favour of rather light

designs, with the exception perhaps of the Paris motor-bus, which is distinctly cumbers o m e c o n trivance, much heavier than the Lon don variety.
It would appear that in this parbranch the heavier vehicles are giving better sults, but in general certainly seems that

flexibility is proving a more effective weapon than brute strength to combat the terrible strains imposed by rapid travel over broken roads. Then, again, we find the Russian Government deliberately bringing into being considerable fleets of light lorries mounted on touring-car chassis, while the other Allied Governments have also exhibited similar tendencies, though possibly to a less degree. The question which still remains unanswered is whether this preference for lighter machines is due to their inherent advantages, or to considerations which render it necessary to employ something that will not get hopelessly stuck in an unmade or disintegrated road during the winter months.

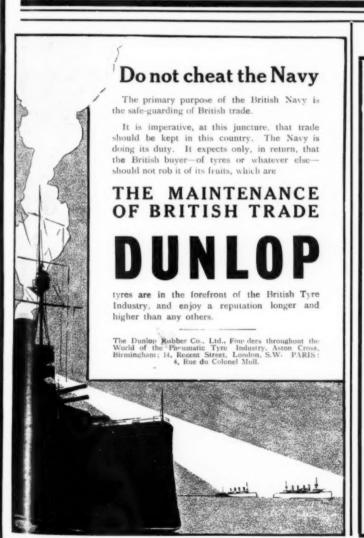
#### THE PRINCE OF WALES' CAR.

The accompanying photograph depicts the Prince of Wales' new 45 h.p. "Special" Daimler, with a very fine torpedo body by Barker and Co., the well known coachbuilders of South Audley Street, who have been coachmakers to the Royal Household for many generations. It has been specially designed to the requirements of His Royal Highness, who evinced a very keen interest in the car from start to finish, making, indeed, many novel suggestions, which proved upon completion of the body to be an unqualified success, the car being, in Messrs. Barker's opinion, one of the finest conceptions of contour, finish and harmony they have ever turned out. In view of the fact that the car is now on active service with the Prince at the front—and doing some very useful work too—a few details regarding it will, we feel confident, appeal very strongly to many of our readers. It is compactly yet roomily constructed, as

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will be appreciated when we remark that notwithstanding the rake of the column, rendering its front seats delightfully suitable and comfortable for "owner" driving, there are also, neatly concealed in the decorative panel work at the back of the driving seats, two miniature collapsible extra seats with folding backs. The rear seat itself also affords the acme of luxurious comfort and ease to the occupants. While bestowing this meed of praise upon the firm's achievements in the direction of comfort and irreproachable cabinet work, the lines of the bodywork itself certainly call for special comment, the artistically



AN AUSTIN AMBULANCE.

One of a number built for the Russian Government.

swept and rounded-in sides adding immensely to the character and dignity of the car. The whole effect is completed by the harmonious blending in of the chassis bonnet, this latter having apparently been specially made by the coachbuilders to ensure the continuity of line and effect. This feature has, indeed, been carried out so successfully as to make it difficult on the ordinary casual glance to say exactly where the chassis ends and the bodywork begins. The car was originally finished in French grey, with grey leather to match, but being subsequently. French grey, with grey leather to match, but being subsequently required by the Prince for the front for active service was repainted the more serviceable khaki.

#### AUSTIN MOTORS FOR RUSSIA.

AUSTIN MOTORS FOR RUSSIA.

It was suggested some time ago in these columns that not only our own forces but those of our Allies would necessarily be to some extent dependent on British manufacturers for motor transport and kindred services. No better example of the truth of this statement can be quoted than that afforded by the huge contract placed with the Austin Motor Company by the Russian Government. The aggregate sum involved in this contract is in the neighbourhood of a quarter of a million, and the fleet which is thus made available to our Allies should be of the greatest possible value. The vehicles include forty-eight armoured cars, eighteen workshop wagons, sixteen oil tank wagons, eight spare-part wagons, 140 motor sixteen oil tank wagons, eight spare-part wagons, 140 motor ambulances and 100 three-ton trucks, together with 170 lifting jacks and an enormous quantity of spare parts, the cost of which is not included in the approximate value of the contract mentioned observed. tioned above.

tioned above.

The armoured cars are mounted on 30 h.p. Austin chassis of the firm's special Colonial model, with 11½ft. wheel-base and 16in. ground clearance. The armouring is very thoroughly carried out; for example, the driver and the men accompanying him are completely protected, as also are the radiators and the petrol tanks. K.T. tires are provided for use when going into action; these are carried on detachable rims, readily interchangeable with similar rims carrying pneumatic tires, which are used at other times. When in action the pneumatics are carried in an armoured compartment beneath the turrets which contain the machine guns. The turrets are mounted, one on each side of the structure, just forward of the back wheels, and behind them is a capacious ammunition locker. The gun mountings and turrets are built up on to a cast aluminium base, and the complete machine, weighing a little under three base, and the complete machine, weighing a little under three tons, is capable of a speed somewhat in excess of forty-five miles per hour under full load. Nothing has been left to chance; for example, two totally separate systems of magneto ignition and two separate carburetters are provided.

#### SOME INTERESTING FUEL EXPERIMENTS.

From time to time Professor W. Watson has read at the Royal Automobile Club and elsewhere papers in which he has given the results of a very valuable experiments conducted by him, sometimes with the assistance of his advanced pupils at the Royal College of Science. His most recent contribution to the proceedings of the Institution of Automobile Engineers

is perhaps the most valuable of all. In this he has dealt with is perhaps the most valuable of all. In this he has dealt with the peculiarities of benzole and alcohol, and mixtures of these with one another and with petrol, as fuels for motor engines. His conclusions are, on the whole, of too scientific a character to be dealt with to advantage here, but certain points raised are of very distinct interest to all motorists. For example, he concludes as a result of careful experimental work that the tendency of an engine to knock when running at low speeds on petrol is due to a too rapid spread of the flame in the charge under these conditions, causing an almost explosive rise of pressure. The well known advantages of benzole in this respect are not due so much to a difference in the speed of flame propagation as to the fact that when the temperature of the mixture is raised above a certain value the charge fires in an entirely new manner, more in the nature of a detonation than an inflammation The critical temperature at which this occurs is much lower for petrol than for benzole. A mixture of the two possesses the good characteristics of benzole in this respect.

the good characteristics of benzole in this respect.

Other important experiments deal with the temperature of the various fuels at certain points on the expansion stroke, and others, again, are concerned with the influence of vapour tension on carburation. Here some very interesting facts are brought out, which throw much light on the problem of starting from cold with various fuels. With a light petrol an explosive mixture can be obtained with the temperature at freezing point and with a pressure as high a spolicy per square inch. With heavier petrols the pressure at this low temperature must not be more than about 20lb, per square inch if an explosive mixture is to be obtained. Mixtures of benzole and air are not combustible at freezing point point compustible at freezing point point events. square inch if an explosive mixture is to be obtained. Mixture-of benzole and air are not combustible at freezing point even under atm.spheric pressure, and alcohol-air mixturs are not combustible even at atmospheric pressure under about 20deg. C. These facts do not mean that it is impossible to start an engine on alcohol or benzole from the cold, since the actual process of

on alcohol or benzole from the cold, since the actual process of cranking over the engine rapidly causes a considerable rise in temperatare, the amount of the rise depending principally on the rate at which the engine is turned.

There are not many available figures as to actual results obtained on the road or track when running an ordinary carengine on the three fuels named. Tests of a Charron car, carried out on Brooklands under R.A.C. observation last July, carried out on Brooklands under R.A.C. observation last July, gave some interesting, if not scientifically valuable, figures. The four-cylinder engine (80m.m. by 120m.m.), fitted to a car which, with body and passengers, weighed about 28cwt., gave a consumption result of just under 35 miles per gallon of petrol at 20 miles per hour. When using benzole the excellent result of about 40½ miles per gallon was obtained at this speed. The or about 40½ miles per gallon was obtained at this speed. The corresponding figure for a half-and-half alcohol-benzole mixture was about 32½ miles per gallon, while alcohol alone gave about 23¼ miles per gallon. The only alterations made between the various tests were changes in the carburettor jets, and with the jets employed it was found that the all-out speed was slightly the fastest on petrol, and just as good on alcohol as on benzole. There was no noticeable smoke at the exhaust with any of the fuels used, except occasionally for a few seconds on starting up. The engine was started warm in every instance, and under these circumstances no difficulty was experienced.

#### PRINCESS MARY'S CHRISTMAS GIFT.

WE publish herewith a photograph of the handy little box which will form part of Princess Mary's Christmas present to our soldiers and sailors. It is in strong gilt metal, with the names of the Allies engraved in the margin and a charming medallion portrait of our Princess in the centre. Among other things, the gift will include tobacco and cigarettes, while chocolate



PRINCESS MARY'S GIFT BOX. (Reproduced half size.)

will be substituted in parcels for non-smokers, and the box has been specially designed with a view to accommodating these little luxuries, which otherwise will be apt to deteriorate under stress of weather in the trenches. The inclusion of such a serviceable item shows what a really practical interest Princes Mary takes in the comfort of the men in the fighting line.

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# MOTOR SPIRIT

and can therefore be thoroughly depended upon. It is well to remember when purchasing petrol to say 'Shell' and insist upon it. It is supplied for all the services of the Allied Forces only and is obtainable everywhere.



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# 12-14 H.P.



# SHOOTING NOTES.

SHOOTING WILD DUCK IN CANADA

been our good fortune, afield with camera and book, to meet this big handsome wild duck, notebook, Aythya marila nearctica, in many latitudes, but it is seen to best advantage in the same latitude the British Isles lie in. Here, in Canada, a country loyal and Imperialistic, we have an immense territory, three thousand miles from the Atlantic to the Pacific, thousand miles from the United States boundary on the south to where in the unexplored prairies that surround Great Bear and Great Slave Lakes this prolific duck breeds. The migration of the wildfowl begins in March. From Central America, Mexico and the United States the procession trails on, covering a route, by gulf and ocean shore, by freshwater lake and river, of four thousand miles before they strike the chain of the Great Lakes, Ontario, Erie, Huron and Michigan and the mighty St. Lawrence River that marks the southern boundaries of Canada on the east, or the long stretch of prairies, the huge range of the Rocky Mountains and the International Line on the west. most general route of the migration is from south-east to north-west across the whole Continent of America, following the isotherm of 35deg., and the wildfowl appear in Canada usually about April 1st. Many are the names the American scaup goes by; the principal one, and the one we will hereafter call it by, is the big bluebill, an excellent name, as in the spring its bill is shaded a delicate pearly blue. Blue-billed widgeon of the Eastern States, broad-bill further south, raft-duck of the Gulf of Mexico, Ozahwushouah sesheeb of the Red Men, by any name it is the same swiftflying, sport-giving, tender-eating wild duck.

Of all the various wild ducks that twice a year fly up

Of all the various wild ducks that twice a year fly up and down our long continent, the blue-bill comes in greatest numbers, and is divided into three varieties—the big blue-bill, the little blue-bill and the marsh blue-bill. There is hardly a lake, a river or a bay, an ocean coast or arm of salt water that these birds cannot be found upon. In all the freshwater ones it is excellent eating, as it feeds upon wild rice, wild celery, spatter-dock and all the food seeds of the marshes and drowned lands. On the salt water it is coarse and fishy, eating shell-fish and catching small fishes as readily as a surf duck. It has gradually, before the advancing tide of emigration and the consequent turning of the prairies into farms, made its breeding-grounds farther and farther north, until it now breeds in greatest numbers north of 6odeg., amid the level plains of the Mackenzie River and near Great Bear and Great Slave Lakes. We hope soon, by good game laws, to prevent the natives collecting these eggs for their winter food; civilisation is teaching the Red Man how to till the soil and raise his

own food. Alas! we fear they will all be dead before they are well taught, as they take our evils and diseases more readily than our instruction.

One strange thing about this breed of wild ducks is the greater number of males than females; we have nearly always seen from two to five lovers to each lady in the mating season. It is wonderful to watch the close pursuit, diving when she dives, rising and leaping from the water when she flies, settling close beside her as she turns her wings to the wind and alights with hardly a splash. Some bright day we notice she has selected one of the richly marked drakes, so handsome with his glossy green head and bright yellow its canvas-white back and dainty Then, together, the male pencillings. and female drive off the other discarded ones, and they lift and away over the flock, seeking a duck with the least number of courtiers.

The nests of this breed have been found as far south as Canada extends in years gone by, containing from ten to fourteen long oval eggs of a clearer white than usually credited to ducks. The nest is made on the ground, mainly of grasses, and is gradually lined with feathers plucked from the setting bird's breast. We regret to say

it, but our notes prove it, that of all the nests of the many varieties of ducks we have found—and we have thirty-one varieties in Canada—only forty per cent. of the eggs laid bring forth young that arrive at the flapper age; that is, old enough to learn to fly. We have known wild ducks to make several nests and lay several sets before they succeeded in bringing out a clutch. Friends the wild duck has few of, enemies innumerable. It the mink, the martin, the racoon, the weasel, the Man. and among birds the sparrow is its chief enemy, creeping up to the nest and chipping the eggs. Some fish will draw down a tiny youngster, and even the big bullfrogs are not averse to young duck. The eagle and the osprey fall at it from the clouds. Every bush, every yard of water, seems to conceal an enemy; and yet, with all this slaughter, we cannot honestly say that observation on this continent, the ks is becoming extinct. True it is that thirty vears' breed of wild ducks is becoming extinct. they are scarce in many localities; but the guns are not Go to the untravelled regions, where only the sly tread of the trapper disturbs the high growth by the sloughside, where only the elk and the deer travel the path through From out these lonely places the same great tion pours. Methinks, when the salmon has tide of migration pours. passed away, and we have to go to a picture-book to see its form, beside that of the extinct moose and elk and deer the wild duck will still gladden us with its swift flight and soul-stirring "quack."

All over Canada the wildfowl are protected from January or April. Until September 1st the bag is reduced to twenty-five per day. In many places the sale of wildfowl is prohibited. Our methods of hunting vary from the quiet paddling of the canoe, the swift rise of the duck from the wild rice beds, the report, the splash, to the more usual shooting over decoys on the points and shores. No murderous sinkboxes, batteries, puntguns are permitted. The bird has a fair chance for its life at least. Many a day we have been astounded at the number of notes a big blue-bill possesses. In the early springtime the big blue-bill "peets" away as sweetly as a woodland bird. "Peet, peet, peet," she calls to her handsome mate. "Peet, peet," he answers. Then a low "myamph," a sort of guttural note, as a black shadow sweeps overhead, a sudden splash, a few ripples; then a long blue bill and a yellow eye pops out and searches the scene. "Quack, quack," they call, as one after another enters the feeding ground. These are all variants; the regular note is "Purr-it" (put the tongue against the roof of the mouth and say "purr-it" through almost closed lips, and you have the note of the big bluebill correct).

October, with its woods a scarlet glory, sees the big blue-bills returning south. November, with its freezing airs, nips the ponds and lakes, and these graceful birds mount on high some clear night and take up the route of the migration to the southern states.

BONNYCASTLE DALE.



THE LATE LIEUT.-COL. PERCIVAL, D.S.O.

### CORRESPONDENCE.

SIR,—I am sending you a portrait of the late Licutenant-Colonel A. J. B. Percival in case you care to publish it in your newspaper. You were so interested in the Officers Training Corps and, therefore, it may interest your readers to see this portrait. During the years October, 1911, to April, 1913, Colonel Percival. Major Meiklejohn and Major Merrick all shared the office of the Officers Training Corps at the War Office. Of these three officers—all great friends—Major Meiklejohn, V.C., was killed in August, 1913, by being thrown by a runaway horse he was riding on parade; Major Merrick was killed October, 1913, smashed by a fall from an aeroplane at Upavon Flying School: Lieutenant-Colonel Percival was killed October 31st, 1914, instantaneously, literally blown to pieces by a shell at Ypres. It is a curious coincidence that these three officers, sharing

the same office, all practically the same age, at the same points of their careers, should all be killed by violence.—C. P.

[Readers of these notes will recollect a reference to Lieut.-Col. J. B.

[Readers of these notes will recollect a reference to Lieut.-Col. J. B. Percival in our issue of November 14th, and we can add our testimony to the splendid work of the three officers named with the Officers Training Corps, work which we know has borne fruit at this time of national crisis.—Ed.]

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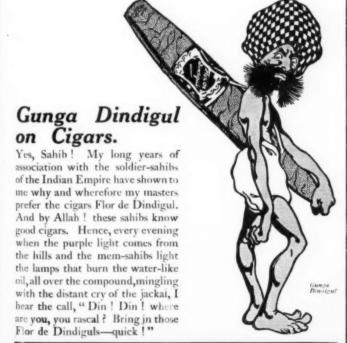


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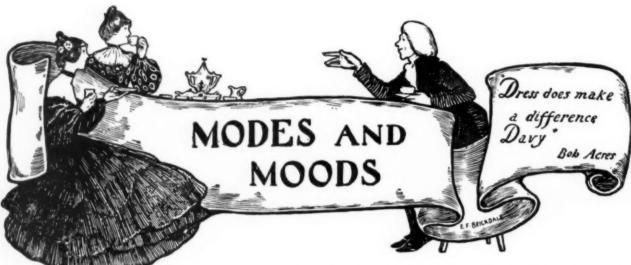
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Ask your Grocer for sample BENSDORP'S ROYAL DUTCH COCOA, 31. EASTCHEAP.



Christmas more nearly approaches,

demitoilette which is being so widely adopted this season comes in for greater recognition. In some quarters they are quite busy over the creation of these models, which is pleasant hearing enough in the face of so much depression. Whether the demi-toilette has come in with any staying powers time alone will show, but the chances are large in its favour if such really attractive designs are forthcoming as the original one illustrated. The basis of black satin might well be an existing possession—though that is by the way, since the cachet of the design rests in the full side tunies of black tulle edged to an appreciable depth with jetted lace. There is an under-bodice of vellum-tinted lace that resolves into a Medici collar, the long sleeves being likewise fashioned of this "dentelle," while the actual bodice is partially veiled by a zouave of black tulle drawn into a band of jet that takes a graceful upward sweep and which is taken up by a deep toilette which is being so widely adopted this season comes in for veiled by a zouave of black tulle drawn into a band of jet that takes a graceful upward sweep and which is taken up by a deep shaped ceinture of jet. This style of gown is in much better taste just now for theatre and restaurant wear, with so many khaki-clad warriors about, than a full evening toilette. And the theatre is beginning to be regarded as the pleasantest and cheeriest of places in which to while away an hour or so of the

wearisome convalescent period.

Meanwhile, given the slightest encouragement, the short, really extravagantly full tulle evening skirt is prepared to carry a large share of the coming winter favours before it. During the past week some fascinating designs have chanced my way, chiefly black confections, although one particularly seductive affair was carried out in beech brown tulle, the full skirt edged with a tiny ruche of brown taffetas. The corsage of tulle was of the favourite Magyar cut, just carried over the bend of the shoulders, mounted over a light cream lace, and partially veiled a straight band of gold lage that was carried round the forms. shoulders, mounted over a light cream lace, and partially veiled a straight band of gold lace that was carried round the figure and under the arms. Another most attractive scheme effected in black tulle had the skirt trimmed with three graduated widths of black ribbon velvet, the skirt, which, I learnt, measured some five or six yards at the hem, being set from a yoke of flat pleated tulle that finished with a velvet piping, the bodice being almost entirely black velvet, softened round the décolletage by folds of black tulle over white tulle, and wing-like sleeves. Under such refreshingly new auspices, the all-black gown and the gown just relieved with white take on quite a fresh lease of life.

It is only natural that a firm which has made a life-long study of outdoor equipment should excel at this juncture in campaigning requirements, and I would heartily advise those

It is only natural that a firm which has made a life-long study of outdoor equipment should excel at this juncture in campaigning requirements, and I would heartily advise those of my readers who are still considering presents for their menfolk at the front to pay a vist to Burberrys', secure in the knowledge that whatever they choose will be useful and reliable. An ideal gift, calculated to defy the cold and damp of the trenches, would be a weatherproof or British Warm, woven and proofed by Burberrys. It should survive the severest war service on land or sea; while waistcoats, shirts, hoods and bivouacs of various patterns, made from the famous Gabardine cloth, are unrivalled for protection, light weight and durability. Then, there is the "Bursac"—a newly invented haversack for fixing to the Sam Browne belt—which, for capacity and neatness of attachment, is infinitely preferable to the ordinary patterns. For Naval officers Burberrys have ready some splendid thick fleece overalls for wearing under oilskins. These are appropriately called "Husky Suits," being both approved by and largely supplied to the Admiralty. An illustrated catalogue of Burberrys' military and naval kits will be sent, post free, on application to Haymarket, London, S.W.

Another firm which has catered largely for the soldier's needs this Christmas is Messrs. Mappin and Webb, Limited, 158—162, Oxford Street, W. Among numerous desirable items there is a marvellous aluminium cooking outfit consisting of a saucepan with a detachable handle which will also fit on to the lid and convert it into a frying pan, a kettle, cup, plate, two

canisters, knife, fork, spoon, and salt and pepper boxes. The whole kit, including the handle, packs into the saucepan, which is then carried by a strap. An air pillow in a pigskin wallet which will go into the pocket might be appreciated, or a pigskin money belt with three purses and two rings for a knife, of which they have several varieties, or a prismatic compass of Service pattern in a leathern case. A drinking cup which collapses into a flat ring and is contained in a tiny pigskin case has also



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is no boiling and no bitter taste.

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A "Swan" is a great aid, in fact an essential, to the soldier, the sailor, and the sportsman—a boon to the professional or business man—a delight to the dainty lady.

Catalogue Free on request.

- 21/

been designed for the belt. The war spirit has even invaded been designed for the belt. The war spirit has even invaded the jewellery department, where can be seen a useful "Campaign" watch for rough wear, with pigskin wrist strap and a luminous dial. Messrs. Mappin and Webb are also showing a large selection of articles in silver, and their famous Prince's Plate and the recently established china and glass department should not be overlooked in the quest for something both beautiful and useful.

L. M. M.

## FOR TOWN & COUNTRY

NIPPON YUSEN KAISHA.

HOSE of our readers who contemplate a journey by the above luxurious line will be interested to know that the Company's passenger service has been remodelled by the substitution of five large new steamers, viz., Suwa Maru (twin screw), 12,000 tons gross; Yasaka Maru (twin screw) and Fushimi Maru (twin screw), both of the same tonnage; and the Katori Maru (triple screw) and Kashima Maru (twin screw), of 10,500 tons gross, for the smaller steamers hitherto running on the service and known as "B Class" steamers. These steamers, classed 100 A1 at Lloyds, are installed with wireless telegraphy, and the number of boats and other life-saving appliances carried are in excess of the Board of Trade requirements. Commencing with the Atsuta Maru, sailing from London on January 16th, Shanghai will be made a regular port of call, and passengers by this and subsequent sailings can be booked direct to this port, which will obviate any inconvenience hitherto experienced by Shanghai Passengers on account of translations of the Passengers of passengers on account of transhipment at Hongkong. The Suwa Maru and Yasaka Maru are scheduled to sail from London Suwa Maru and Yasaka Maru are scheduled to sail from London respectively on January 2nd and 30th next. For passage fares and other information, apply to the offices of the Company, Nippon Yusen Kaisha, 4, Lloyd's Avenue, London, E.C.

A STRIKING NEW NELSON PICTURE.

Hung "on the line" in this year's Academy, the original painting by Fred Roe, R.I., of which a black-and-white photograph is shown, was one of the pictures of the year. It relates to a complimentary banquet at which Nelson was seated next



to Benjamin West; he expressed admiration for the painter's "Death of General Wolfe," and asked West why he had painted no more such pictures. West replied that there were no more such subjects left, but that he feared Nelson's intrepidity would some day furnish him with an opportunity. Nelson thereupon is said to have replied: "Then I hope I shall die in the next action." The subject is one which always makes a strong appeal to British sentiment—more particularly so at the present time—and the proprietors of Wright's Coal Tar Soap have therefore decided to issue a facsimile reproduction of the picture in colours, which is in every respect worthy of the occasion and the subject. The reproduction is mounted on best plate paper, size 33in. by 27in. is in every respect worthy of the occasion and the subject. The reproduction is mounted on best plate paper, size 33in. by 27in., and entirely free from advertisement matter; it will be sent free, securely packed, to users of Wright's Coal Tar Soap who send twenty-four outside wrappers from the 4d. tablets of soap, together with 6d. to cover postage (inland). Foreign postage extra. Address, "Britain," Wright's Coal Tar Soap. 44–50, Southwark Street, London, S.E.

### LONDON ORPHAN ASYLUM, WATFORD.

The Board of Managers of the London Orphan Asylum, Watford, appeal for help for the maintenance of their orphan family of nearly five hundred fatherless boys and girls of professional men, merchants, farmers, master tradesmen and clerks. lessional men, merchants, larmers, master tradesmen and clerks. Ordinarily the income required from voluntary sources is £16,000 per annum, but owing to largely increased cost of necessaries since the war began a much larger sum than usual is needed. The managers are hoping that despite the many special claims upon the charitable they may be enabled to maintain the institution without restricting the admissions. They have also determined to admit free of election some of the children of officers and warrant officers who have lost their lives in the war. They trust that the benevolent public will enable them to keep up their beneficent work without reducing its efficiency in any way. Contributions will be gladly received by the secretary, Mr. Henry C. Armiger, at the offices, 3, Crosby Square, E.C.

### CHRISTMAS GIFTS TO SOLDIERS IN HOSPITAL.

While for many of us Christmas thoughts must be associated with bitter losses this year, the determination of all right-minded English people to show their patriotism by an utter abnegation of self will assuredly bring with it such a measure of grace and blessedness that in years to come, when, as may confidently be hoped, the cloud of war will have rolled away it will be receible to look back went to will have rolled away, it will be possible to look back upon the Christmas of 1914 as one of the happiest ever known. The Ladies' Field scheme for providing good cheer for the wounded soldiers in our hospitals has already met with a wide response, and for the convenience of those who desire to add their contributions it may be best to state that as a good amount of game is promised by those who own shootings, it will be best that any purchases to be made shall be in the form of poultry and turkeys the latter especially, for is not turkey the orthodox staple of a Christmas dinner?—and "Tommy" is the most conservative of mortals. Fresh fruit of all kinds is most acceptable, and the of mortals. Fresh fruit of all kinds is most acceptable, and the glace or crystallised fruits which play a large part in the Christmas menu are also highly appreciated. Contributions should be sent to the offices of the Ladies' Field, 8, Southampton Street, Strand, W.C., not sooner than necessary, but not later than Tuesday, December 22nd.

### A FINE LIQUEUR BRANDY.

In spite of all that has been done to remedy matters, experts are well aware how exceedingly difficult it is to obtain a really pure and well-matured liqueur brandy; and how often the description is applied to a decoction in which sugar and other ingredients casily detected by an expert palate play an obvious part! The reason is not far to seek. The popularity of brandy as a liqueur has increased by leaps and bounds, and the wonder is not that there is so much indifferent stuff on the market, but that wine

there is so much indifferent stuff on the market, but that wine merchants are able to give one anything good at a reasonable price. This same popularity makes a bottle of liqueur brandy a very safe Christmas offering, and since for gift purposes one naturally desires to have the best, we recommend to our readers' consideration as a really excellent brandy Gautier's OOO-V (Three-oh-vee). This liqueur, which is guaranteed twenty years old, possesses all the qualities of a really mature brandy. Its flavour is full and mellow and the bouquet leaves nothing to be desired. Its price is 7s. 2d. per bottle or 86s. per dozen, and it is sold by almost all wine and spirit merchants. Should any difficulty be experienced in obtaining it, application should be made to the wholesale agents, Messrs. Brown, Gore and Co., Tower House, 40, Trinity Square, E.C.

Che Wa Ga Los No To To

Be W. St. His Pa Mis She Fe Do Tr W C

HOW CARD PLAYERS CAN HELP THE RELIEF FUND.

The new Prince of Wales' National Relief Fund
Playing Cards, issued under the auspices of the fund, deserve the support of all card players. Both the manufacturers and the retailers are giving up their profit to facturers and the retailers are giving up their profit to the fund, so that out of every 1s. packet bought, 6d. goes to patriotic purposes, 3d. to the Prince of Wales' Fund and 3d. to the British Government. Although sold at the popular price of 1s. per packet, these cards, manufactured by a well-known house, are far superior to those usually obtainable at this price. The cambric surface makes them very easy to handle, while their appearance is excellent. The design on the back is a pleasing arrangement of the Prince of Wales' Feathers on a tinted background surrounded by a garter and patriotic design in gold, blue and red, while the cards can be obtained with

in gold, blue and red, while the cards can be obtained with either pink or light blue backgrounds.

### THE WATCH FOR THE FRONT.

The most serviceable present for the soldier who is not already equipped in this respect is a reliable watch, and we have pleasure in informing our readers that an ideal Service wristlet watch has now been brought out by the eminent firm of J. W. Benson, Limited, 62, Ludgate Hill, E.C. It has a luminous dial and hands, rendering it useful in the darkest night, and a specially stort case calculated to withstand the roughest usage while stout case calculated to withstand the roughest usage. the name of Benson is sufficient guarantee of its reliability and wearing qualities.

### DIARIES FOR 1915.

We have received an assortment of Walker's diaries, which We have received an assortment of Walker's diaries, which are even an advance on the very high standard kept up in previous years. An improvement this year is that the books are sewn in a new style with silk; this not only improves the appearance, but increases their flexibility and comfort. The diaries vary in size, and are suitable for every purpose to which a diary can be put. Of excellent workmanship and most dainty in appearance, they make Christmas presents that should be welcome everywhere for their combination of utility and beauty. It should be noted that some of the best leather-bound varieties are of the "refill" type, so that with a very slight annual outlay they may be regarded as a permanent gift. Special mention, too, should be given to the Loose-leaf diaries, made in practically any combination of diary, cash or notemade in practically any combination of diary, cash or note-book, desired.

## SPRING and SUNSHINE

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Luxurious Casino. International Sporting Club. High-class Concerts under the leadership of Messrs. Jehin & Ganne. entertainments and attractions. Opera Season in March with

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### SOUTH EASTERN & CHATHAM RAILWAY.

## CHRISTMAS HOLIDAYS.

THURSDAY, DECEMBER 24th. SPECIAL LATE TRAINS.

| Leaving        | Midnight, I |       | Leaving              | Midnight. |       |       |
|----------------|-------------|-------|----------------------|-----------|-------|-------|
| Charing Gross. | 12 15       | 12 20 | <b>Gharing Gross</b> | 12 0      | 12 10 |       |
| Waterloo       | 12 17       | 12 22 | London Bridge        |           |       |       |
| Cannon Street  | 12 22       | 12 27 | Victoria             |           |       | 12 48 |
| andon Bridge   | 12 28       | 12 34 | Holborn              |           |       | 12 35 |
| iew Cross      | 12 37       | 12 43 | St. Paul's           |           |       | 12 36 |
| Arriving       | a.m.        | a.m.  | Herne Hill           |           | ***   | 12 50 |
| Sevenoaks      |             | 1 18  | Arriving             |           | a.m.  | a.m.  |
| Conbridge      | 1 21        | 1 31  | Chatham              |           | 1 5   |       |
| Funbridge      |             | . 01  | Sittingbourne        | ***       | 1 20  | ***   |
| Wells          | 1 34        | 0.00  | Sheerness D.         | ***       | 1 35  |       |
| D1-111         | 2 23        |       | Faversham            | a.m.      | 1 35  | 2 6   |
| W.St. Leonards | 2 20        | ***   | WhitstableTn         | 1 20      |       | 22    |
| st. Leonards   | 2 25        | ***   | Herne Bay            |           | ***   |       |
|                | 2 30        | ***   |                      | 1 28      | ***   |       |
| Hastings       | -           | 7 AVE | Birchington          |           | - 10  | 2.5   |
| Paddock Wd.    | ***         | 1 43  | Westgate             | 1 45      |       | 2.5   |
| Maidstone      | 000         | 2 35  | Margate West         | 1.50      |       | 3     |
|                |             |       | Broadstairs          |           |       | 3 1   |
| Ashford        | ***         | 2 22  | RamsgateHbr          | 2 5       |       | 3 2   |
| Canterbury W.  | ***         | 2 45  | Canterbury E         |           |       | 22    |
| Ramsgate Tn.   |             | 3 20  | Kearsney             |           |       | 2.5   |
| Margate Sds    |             | 3 38  | Dover Priory         |           |       | 3     |
| Shorncliffe    | ***         | 2 49  | Dover Hrbr.          | ***       |       | 3     |
| Folkestone Cl. |             | 2 54  | Martin Mill          |           |       | 3 1   |
| Folkestone Jc. |             | 2 59  | Walmer               | 225       |       | 3.1   |
| Dover Hrbr     |             | 3 12  | Deal                 | ***       |       | 3 2   |
| 234 141        |             | -     | Sandwich             |           |       | 3 3   |

CHEAP RETURN TICKETS will be issued by these Trains, at the Week-end Fares, for Stations to which Week-end Bookings are in force.

CHRISTMAS DAY.—The Ordinary Sunday Service will run, with certain Extra Trains.

SATURDAY, DECEMBER 26th.—Frequent Trains from VICTORIA, HOLBORN (LOW LEVEL) and LUDGATE HILL to the CRYSTAL PALACE (HIGH LEVEL STATION) and rice cersa,

For full particulars as to Train Services, etc., see Special Train Service Supplement and Holiday Programme.

FRANCIS H. DENT, General Manager

Brighton and South Coast Railway.

### SPEND CHRISTMAS AT ENGLAND'S SUNNY SOUTH

Good Service of FAST TRAINS from London Brid Victoria, Kensington (Addison Road), etc., to the Sou Coast Resorts. On Christmas Eve fast trains will be rearly every hour from London to Brighton after 9.0 a.

### CHEAP PERIOD EXCURSIONS

|                                      | AY TICKET.                       | то                                                                 | 1         |                            | PERIOD<br>ETS. |
|--------------------------------------|----------------------------------|--------------------------------------------------------------------|-----------|----------------------------|----------------|
| 1×1.<br>14 0<br>14 0<br>15 0<br>16 6 | 3rd.<br>7 0<br>7 9<br>8 3<br>8 9 | BRIGHTON<br>WORTHING<br>LITTLEHAMPTON<br>BOGNOR                    | }         | 3rd 6<br>6 6<br>7 0<br>7 6 | C C            |
| 17 6<br>18 0<br>21 6<br>23 6         | 9 6<br>9 6<br>11 9<br>12 0       | "HAYLING ISLAND<br>SOUTHSEA<br>PORTSMOUTH<br>RYDE<br>ISLE OF WIGHT |           | 8 0<br>9 6<br>11 0         | D              |
| 14 0                                 | 8 0                              | SEAFORD<br>EASTBOURNE<br>BEXHILL<br>ST. LEONARDS                   | alia aria | 7 0<br>7 6                 | C              |

B—Issued by all trains on December 24th, 25th, 26th and 27th, available for return from Decembe 26th to 20th, but trickets issued on December 24th, 25th and 26th will not be available for return on date of issue. O—Issued by certain trains on December 24th, available for return on January 1st or 8th only. O—Issued by a specified train on December 24th, available for return by a specified train on December 26th, 27th, 29th, January 1st or 2nd only. \*Not on December 25th or 27th.

Cheap Day Return Tickets
Dally to certain stations.

TRIP TO BRIGHTON and WORTHING will
be run on Xmas Day and Boxing Day from London

bridge, Victoria, etc.
For perficulars, see Xmas Programme, or apply Superintendent of the Line, L.B. & S.C.R., London Bridge Terminus.

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Over 200 pages and 60 full-page illustrations.

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HOPE'S CA SEMENTS may be seen at 50 Berners Street, LONDON, W.

# CHRISTMAS IN THE CORNISH RIVIERA AND GLORIOUS SOUTH DEVON Why not spend a typically English Christmas amid the charming scenery and magnificent climate of Devon or Cornwall? Were you to search the whole of the British Isles you could not find a locality more suitable for really enjoyable Christmas Holidays than these lovely shires. The world-famous CORNISH RIVIERA" Limited Express leaves PADDINGTON EACH DAY (Sundays included) at 10,30 a.m. SPECIAL EXCURSIONS to DEVON and CORNWALL on WEDNESDAY and THURSDAY, December 23 and 24. EXTENSION OF WEEK-END FACILITIES. Full particular obtainable at any G.W.R. Station or Office; from Tow rist Development, 65. Haymarket, S.W. (Phone Gerrard 9399): or Inquiry Office, Vaddington Station (Phone Pad, 7000.) G.W.R. THE HOLIDAY LINE FRANK POTTER, General Manager.

THE EVERY NEED.

is a reliable family friend of no home medicine cupboard "VASELINE" in some form or For giving beautiful complexions affections—for relieving Rheums there is a "VASELINE" preparations. and much more. You should "VASELINE" Specialities.

VASELINE, Yellow.—This is our regular grade which is known as pure all over the world. Bottles, 5d., 6d. & 10d. VASELINE, White.—Highly refined, very delicate. Bottles, 5d. 10d. and 1/6. VASELINE Pomade.—Delicately perfumed, especially adapted for toilet purposes and as a dressing for the hair. Bottles, 5d., 6d. and 10d.

ADVICE For your own safety and satisfaction, always buy "Vaseline" in Chesebrough Co.'s own original bottles.

If not obtainable locally, any article will be sent post free to any address in the United Kingdom, upon receipt of Postal Order or stamp Descriptive Booklet with com-plete list of "VASELINE" preparations, and containing many bousebold hints post free.

HESEBROUGH MANUFACTURING CO., Consolidated, 42, Holborn Viaduct, LON



### RAILWAY ARRANGEMENTS.

THE LONDON AND SOUTH WESTERN RAILWAY.

HE Christmas and New Year facilities announced by the London and South Western Railway from London to the South and West of England include the regular weekly excursions to these arts with important additions and alterations for the Christmas Week. For the convenience of those who will be going home on Christmas Eve, December 24th, special fast trains, at and cheap week-end fares, will leave Waterloo Station as At 7.15 p.m. for Devon and North Cornwall stations (later trains follows: also about midnight for the same places). At 10.15 p.m. to Sidmouth, Seaton, Ottery St. Mary, Budleigh Salterton, Axminster, Yeovil, Salisbury, etc. At 10.55 p.m. to Bournemouth, Christchurch, Weymouth, etc. The excursion tickets will be available for return on certain days up to January 2nd. On Thursday, December 24th, the 6.40 p.m. dining-car express Waterloo to Portsmouth will connect with steamer to the Isle of Wight. On Christmas Day the services will be as on Sundays, with additional facilities. Programmes can be obtained at the Company's stations and offices or from Superintendent of the Line, Waterloo Station, S.E.

THE BRIGHTON AND SOUTH COAST RAILWAY.
The Brighton Railway Company are now running their full service of with one or two minor exceptions, and their programme of cheap tickets this year is on a very liberal scale. On Thursday, December 24th, service to the South Coast will be supplemented by accelerated trains, and for the convenience of business men late trains will 'eave London Bridge and Victoria for the principal stations on the system and also to London; while fast trains will leave London for Brighton about every hour after 9 a.m. A convenient cheap ticket will be issued from Victoria, London Bridge, Kensington (Addison Road) and certain main line suburban stations to most seaside and health resorts by all trains on December 24th, 25th, 26th and 27th, available to return from December 26th to 29th; but tickets issued on December 24th, 25th and 26th will not be available for return on date of issue. Cheap excursion tickets for nine or sixteen days will be issued by certain trains on December 24th to most South Coast towns. On Sunday and Monday, December 27th and 28th, fast trains will leave the South Coast resorts for London at frequent intervals. The Brighton Company announce that at their West End offices, 28, Regent Street, Piccadilly, the special cheap and ordinary tickets to all parts of the line can be obtained at the same fares as charged at London Bridge and Victoria. Similar tickets can also be obtained from the usual agencies

### THE SOUTH EASTERN AND CHATHAM RAILWAY.

On Thursday, December 24th, a special express train will leave Charing Cross at 12 midnight, London Bridge 12.6 midnight, for Whitstable Town, Herne Bay, Westgate, Margate, Broadstairs and Ramsgate Harbour. A fast late train will be run to the South-east Coast towns, Canterbury and Sandwich, leaving Victoria at 12.40 midnight. A late train to Chatham and Sheerness will leave Charing Cross at 12.10 midnight. A similar train will also be run on Thursday, December 24th, to Sevenoaks, Tunbridge Wells, St. Leonards, Bexhill, Hastings, Ashford, Canterbury, Ramsgate, Margate, Folkestone and Dover, leaving Charing Cross at 12.15 midnight, Waterloo 12.17. Cannon Street 12.22 and London Bridge 12.28. Cheap tickets at the week-end fares will be issued by these trains for stations to which week-end bookings are in force. On Christmas Day the ordinary Sunday service will run with certain extra trains Full particulars as to times of trains, tions in train services, etc., will be found in the Holiday Programme and Special Train Service Supplement

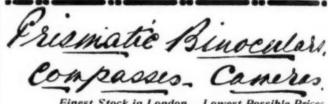
### THE GREAT WESTERN RAILWAY.

The Great Western Railway Company have now issued their programm of excursions arranged to run from Paddington Station to all parts of their extensive system for short or long periods covering the holidays, and among the bookings may be mentioned the following: Wednesday, December 23rd, to Dublin, Belfast, principal South Wales and West of England, North Wales, Devon and Cornwall Stations. Thursday, December 24th, to Banbury Chester, Devizes, Liverpool, Manchester, Newbury, Oxford, Shrewsbury Stratford-on-Avon, Winchester, Wrexham, and principal stations in North and South Wales, the West of England, Guernsey and Jersey, etc., and principal stations in Devon and the Cornish Riviera. Christmas Day. December 25th, to Bath, Bristol, Weston-super-Mare, Gloucester, Cheltenham Newbury, Devizes, Oxford, etc. Saturday, December 26th, to Newport, ea, Birmingham, Leamington Spa, Warwick, Wolverhampton, Cardiff, Swansea, Birmingham, Leamington Spa, Warwick, Wolverhampton, Cheltenham (Races), Reading, etc., for day trips with period bookings in most cases. A special extension of week-end facilities to cover the holidays is announced, in addition to the usual issue on Friday and Saturday, December 25th and 26th, to return on Sunday, Monday and Tuesday, December 27th, 28th and 29th. Week-end tickets will also be issued on Thursday, December 24th, and will be available to return on Saturday. Sunday, Monday or Tuesday, December 26th, 27th, 28th and 29th. Full details of the excursion and special facilities can be obtained at any Great Western Railway station or office, or at the Tourist Development Office, 6th Haymarket S.W. 65, Haymarket, S.W.

### THE GREAT CENTRAL RAILWAY.

The attractive programme issued by the Great Central Railway Company is intended for those who are spending their Christmas in the Midlands, Yorkshire, Lancashire, Lincolnshire or North of England. On Thursday, December 24th, special express trains will leave Marylebone at suitable for over 500 different stations. The tickets, issued at extremely low fares, will be available for return on the following Saturday, Sunday, Monday and Thursday. Breakfast, luncheon or restaurant cars will be attached to the trains, and the compartments represent the acme of comfort, being well lighted and maintained at a genial temperature. whose business will keep them in town until late on Thursday evening will whose business will keep them in town until fate on Inursaay evening will have the advantage of suitable night trains. Copies of this special A B C Programme can be obtained free at Marylebone Station, Great Central Railway, town offices and agencies, or post free from Publicity Department, 216, Marylebone Road, London, N.W.





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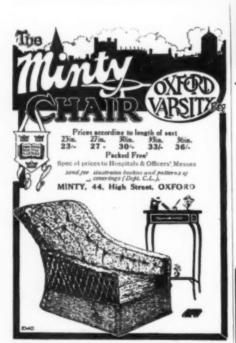
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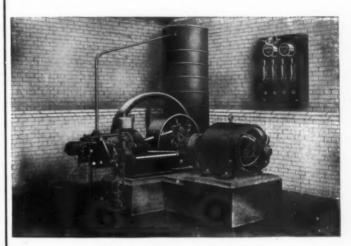
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## RACING NOTES.

T may be that in the course of the winter months time and space will permit of a more detailed account of some of the more famous stallions whose deaths we have had to record this year than that given in last week's notes. Meantime, we may turn to those whose services are still available, some of them already famous, some who seem to be in a fair way to achieve success. Precedence must be given to Polymelus, an easy winner of the honours attaching to the champion sire of the year. Got by Cyllene 9 out of Maid Marian 3, by Hampton 10, and foaled in 1902, Polymelus was a good though not, perhaps, a first-class racehorse; he certainly did not make the price of a first-class horse when he was sold to his present owner, Mr. S. Joel, for 4,200 guineas, as a four year old, in September, 1906. None the less, it was a singularly lucky purchase, for there followed the winning of the Duke of York Stakes, the Champion Stakes and the Cambridgeshire Stakes, the aggregate value of these races amounting to 3,905 sovs., the purchase money being thus, practically speaking, recovered, to say nothing of the very large amount of money which Mr. S. Joel was credited with having won in bets over the Cambridgeshire. In this race there were twenty runners, and Polymelus had incurred a penalty of 10lb., the weight he had to carry being therefore 8st. 10lb. None the less, he was backed down to 11 to 10, and the records remind us that he won in a canter by three lengths. The make and shape of Polymelus while in training hardly suggested that he would eventually develop into a first-class stallion, for he was always inclined to be "slab-sided" in appearance; but he has furnished up into the satisfactory total of 29,607 sovs. to his credit, a record the more promising that among his winning two year olds are such as Polygram and Pommern, the latter thought by some sound judges to be pretty nearly the best colt of the season.

It may be of interest to note the steady progress made by Polymelus as a sire: In 1911 (his first year), four winners, eight races, stake money 1,437 sovs.; in 1913, nine winners, twelve races, stake money 7,302 sovs.; in 1913, nine winners, seventeen races, stake money 9,309 sovs.; this year, seventeen winners, thirty-four races and, as already stated, stake money to the amount of 29,507 sovs. The leading strains of blood (in tail male) in his pedigree are that of Bona Vista, Bend Or and Hampton. Much of his excellence as a sire he derives in all probability from his own sire, Cyllene, but the strain which commends itself to students of breeding is, I think, that derived through Lady Langden (dam of Hampton), by Kettledrum out of Haricot, by Lanercost out of Queen Mary. Opinions differ on most subjects, and none more than the much-vexed question of the breeding and mating of bloodstock, but, to my mind, the Queen Mary blood is of inestimable value in a brood mare, the more so that, if not predominant—that it is not—it does assert itself to good purpose whenever it finds an opportunity for so doing. We find it—the Queen Mary blood—again in William the Third, runner-up to Polymelus in the stallion class, for he is got by St. Simon out of Gravity, by Wisdom, by Blinkhoolie, by Rataplan out of Queen Mary—a very remarkable pedigree this if taken in detail, a pedigree, moreover, having for outcome—in the shape of William the Third—a really good racehorse, a fine stayer and a good stallion. Volodyovski beat him in the Derby, but for that he took ample revenge when he won the Ascot Gold Cup, with Santoi, Volodyovski, La Carmargo and others behind him; nor should we forget that on the following day with 9st. rolb. in the saddle he won the Alexandra Plate (three miles) by six lengths. Then, with rost. in the saddle, he beat Santoi and others for the Jockey Club Cup; but it may, I think, be safely said that, although not in the hopeless condition in which Prince Palatine was when Aleppo beat him in the same race in 1913,

Sundridge was bred by Sir Samuel Scott, and is got by Amphion out of Sierra, by Springfield. He was himself possessed of a nice turn of speed, of a sound constitution and, above all, of a kindly, honest disposition, all of which desirable qualities he appears to have transmitted to many of his stock. At the stud he is represented by his "Suns"—Sunstar, Sunder, Sunflower II and Sunbright. The young Sunstars have yet to make their appearance on a racecourse, and much is expected

of them, for they are full of promise. One, by the way, I have seen—he belongs to Captain Fife—the living image not of his sire, but of his grandsire, Sundridge. Most of them, however, seem to favour Sunstar himself, especially in quality and genuine bloodlike appearance. Next comes Spearmint—a horse with a history indeed; for after winning the Derby, did he not go over to France and there defeat the French cracks in the race for the Grand Prix?—the first English victory in that race since Minting won it in 1886. How Spearmint won, and what he had to do in order to win, may best be described by recalling the words written by a witness of the race: "Every single horse that could get near him challenged him; Spearmint accepted every challenge as it was made; some of them were in grim earnest, and before Carbine's son had got safely through his long battle he had won at least three separate and distinct races; it was a wonderful exhibition of pluck and stamina." That Spearmint was a really good racehorse admits of little argument, for apart from what he did in public—Pretty Polly had "examined" him at home with the result that the "examiner"—what an "examiner"!—had all the worst of the argument. Few people, however, thought much of him when, as an angular-looking yearling, he came up for sale with the rest of the Sledmere lot in 1904. Well I remember him, for it so happened that I had taken a liking to the colt and did, in fact, bid for him, but the late Major Eustace Loder, too, had a fancy for the colt, and knowing that I could not compete, I very soon ceased to bid and so, for a very small sum—330 guineas, I think—one of the best racehorses of recent years became the property of the owner of Pretty Polly—a famous mare indeed. More there is to say about Spearmint, for his sire, Carbine—the best racehorse ever bred "down under"—was specially bought by the Duke of Portland and imported into this country with the object of assisting to counteract the high strung, nervous temperament of a breed full of St. Simon and

### A QUIET WAR GAME.

S might have been expected, the war has produced a large variety of games adapted for an equal variety of players. Among them a high place must be given to the Strand War Game, which has been issued by the well known magazine from which its name is taken. Like draughts and chess, of which it is a combination, it is a game for two. The rival pieces, as in halma, face one another diagonally instead of squarely as in the two older games, and while in draughts victory means destruction of the opposing force and in chess checkmate to the king, in the War Game the end comes when the enemy capital has been captured. This is the corner square before which the forces are arrayed. Close to Berlin on the one side and Bordeaux on the other are ranged a row of artillery, then a row of cavalry and infantry mixed, and in front another row of cavalry and infantry, but the cavalry predominate to the extent of four cavalry to three infantry. The pieces move in a manner suggested by chess with a very free adaptation of the knight's move. The infantry goes forward one square at a time and takes to the side, the cavalry may advance two squares at a time, and the artillery only one square; but the last-mentioned, like the king in chess, captures on every side, is the only piece that can take a fort, and has the additional advantage of being able to move backwards as well as forwards, while the other forces must always advance. It will be obvious to those who know chess and draughts well that the strategy is in the main that of draughts, the move that used to be called Napoleon being very open if the adversary be unwary. But it is a draughts move enlarged in its scope by certain characteristics taken from chess. A novel complication arises from the existence of forts, pieces on or near which can only be taken under rules; these are simple and easily comprehended. The game presents many opportunities of clever combination and unexpected coups. At least, that is the first impression of one who may claim to know the farter only a limite

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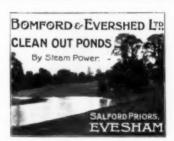


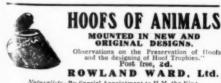
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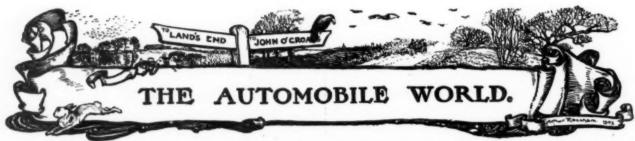
d other string-instruments can frequently be detern om photographs by W. E. HILL & SONS, exper e South Kensington Loan Exhibition of 1885, and milar Loan Collections both here and abroad.

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THOUGH the diminution in the volume of motor traffic on our roads and streets is less than might have been expected, considering the crisis through which the country is passing, it is beyond question that thousands of cars have been laid up since the war began, and that the number tends to increase.

Apart from the necessity for economy, which has caused many people to dispense with their cars for the time being, there must be numberless owners engaged in the service of their country, and unable so long as the war lasts to spare time for motoring. Some have given their cars for Red Cross or other purposes, not a few have sold them, as a rule at a heavy loss, but the majority have put them by in coach-house or garage until the

Another factor in the wholesale laying up of cars is the large number of drivers who have enlisted in the New Armies or

number of drivers who have enlisted in the New Armies or joined the Army Service Corps. If rumour is correct, the demands of the Transport Service are by no means satisfied as yet, and it is not improbable that early in the New Year we may be faced with demands from the War Office for motor drivers in numbers, which will leave few ablebodied men of fighting age among the ranks of private chauffeurs. The appeal, if made, will be one that no patriotic employer could fail to encourage, even at considerable inconvenience to himself at considerable inconvenience to himself, and in this connection we may remark that some attempt should be made to train elderly coachmen and other suitable men temporarily to fill the gaps which must shortly become only too apparent.

apparent.

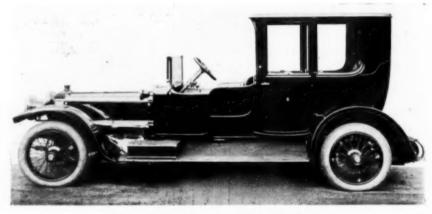
A car which is laid up for any length of time will deteriorate somewhat rapidly if a few simple precautions are not observed. A set of tires is worth anything from £20 to £60, or even more, and suffers more from disuse than any other part of the equipment. A little trouble taken to minimise the damage will, therefore, be well repaid. The best course to pursue is to remove the tires entirely from the wheels and to store the covers in a dark cupboard after covering them with their original wrappings, and placing the tubes in bags. The wheel rims will almost certainly be found to be rusty, and the opportunity should be taken to remove the rust and give them a coat of paint or enamel; otherwise the matter is sure to be neglected if the car enamel; otherwise the matter is sure to be neglected if the car is wanted in a hurry, and in any event the average driver seems is wanted in a nurry, and in any event the average universeeins to be ignorant or careless of the fact that rusty rims are very injurious to covers and tubes. If for any reason, such as that the car may be required for use at short notice, it is preferred not to remove the tires, the weight should be removed from the wheels by jacking up both axles, and the pressure in the tubes may be reduced to 20lb. or 30lb. per square inch with advantage

If the car is stored in an unheated motor house, it is absolutely essential that the radiator, piping and cylinder jackets be carefully drained of water. In any case, this is a wise precaution to take, as the heating apparatus may easily fail on a

frosty night and cause damage to the extent of a hundred pounds frosty night and cause damage to the extent of a hundred pounds or more. If possible, the motor house should always be warmed in damp or frosty weather, conditions which are most injurious to the expensive coachwork of a car which is not in regular use. The most important preliminary to laying up is a thorough cleaning of the body and mechanism. Every part, whether hidden or exposed, should be freed from mud and grease in the most painstaking manner, and, if possible, the car should be placed over a pit so that the underneath parts of the chassis can be reached. can be reached

can be reached.

The bright fittings, after a good polishing, should be smeared with vaseline, and any unpainted metal-work should be greased. Oil-lamp reservoirs should be emptied and washed out with petrol, and, of course, acetylene generators, if used, should be cleaned thoroughly. Accumulators should be given a good charge after seeing that the level of the acid is correct, the wires removed from the terminals and labelled if any confusion is likely to arise when replacing them, and the



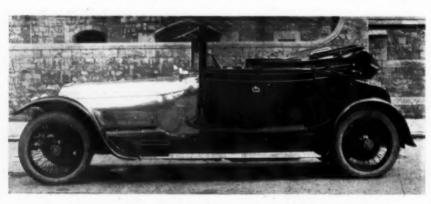
KING'S NEW HOOPER BROUGHAM. THE

terminals well smeared with vaseline. If in good condition, the cells may then be left for several weeks without fear of damage; but if the car is likely to be laid up for a lengthy period, it is wiser to remove the batteries altogether and place them in charge of an electrician.

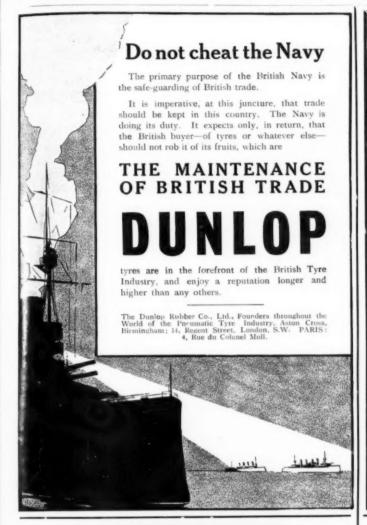
If the only storage place available for the car is an unheated shed, it will be as well to remove the magneto and store it in a warm cupboard, as prolonged exposure to damp is apt to prove injurious to the fibre parts and the insulation. Any loose fittings, such as lamps, cushions, tools, mats, etc., can be removed and stored in the same manner. As a rule, there is little point in desiring the engine of eil these is little point in draining the engine of oil, though occasional turn or two of the starting handle is certainly to be recommended. Lastly, the car should be covered up with a dust sheet, and, provided the foregoing precautions have been taken, little deterioration should be apparent even after many months of idlenges. months of idleness.

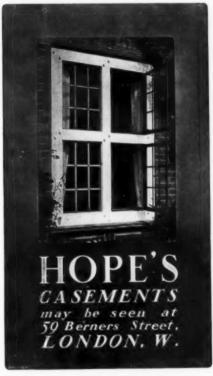
We illustrate above a new car which has recently been

completed by Messrs. Hooper to the order of His Majesty the King. It will be noted that the design is novel and somewhat reminiscent of is novel and somewhat reminiscent of the old sedan-chair, especially in the treatment of the roof and the lines of the front pillars. The absence of the usual folding seats gives a spacious appearance to the interior. The sup-pression of the canopy over the driver's seat makes the inside much lighter than it would otherwise be and gives a clearer view of the scenery when a clearer view of the scenery when driving in the country. In the event driving in the country. In the event of rain, a leather curtain on a spring roller extended to the top of the windscreen affords the requisite protection to the occupants of the front seat. The accessories include a C.A.V. lighting set, Autovox horn, Smith's speedometer and Dunlop tires. It will be noticed that a Daimler chassis is used



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CHRISTMAS EVE ON AN ISLAND.

STILL lingered on in my Highland lodge; there was really no great incentive for returning to my home in the South, and my cottage, built on the extreme point of a tiny peninsula jutting out into the sea-loch, had many attractions, not the least being the animal life—both wild and tame—which swarmed around it. When I fed my dogs on the strip of greensward between my door and the lapping waves, a couple of black-faced mountain ewes invariably charged like battering-rams into their midst and disputed with them each toothsome morsel, even going to the length of a cannibalistic devouring of the trimmings from my mutton chops! Assuredly it was ill-gleaning after these last—"daughters of the horse-leech," as they were—still, here and there, sunk among the grass, were small "pockets" of crumbs, and round these, when the four-footed devourers at last turned their backs, the gulls would gather, to be instantly joined by rook, jackdaw and starling. The final fragments vanished, peace would again brood over the scene; oyster-catcher and redshank returned to their dabbling among the seaweed, cormorant and "magic merganser" sailed tranquilly upon the bosom of the loch.

Nor was sport wanting with which to fill the all too rapidly shortening days. A grouse here and there among the heather, a blackcock from the clover which clothed the farmer's stubble, a pigeon or two from the crowd which flocked to feed upon the beechmast by the grey old churchyard wall, now and then a woodcock, more frequently a snipe—these, with an occasional hare and the ever-abounding rabbit, provided the not too exacting demands of my still far from robust frame with diversion enough and to spare. But, curiously enough, it was very seldom that a wild duck swelled my bag. Plenty of them on the loch—often I awoke at night to hear their quacking—but constant harassing by shore-potters had rendered them wily beyond belief. Stalk never so warily, lie, half frozen, patiently as I might, rarely did I succeed in bringing one to bag.

Now, some distance out upon

Now, some distance out upon the loch were three small islands, and, from observations I had taken, I felt convinced that in their flight the duck passed directly over the most northerly of these. It was a pretty little islet, and had once been the home of a small colony of monks. The walls of their monastery had long since vanished, though under the green turf the outlines of the foundations could still be traced. But sheets of daffo lils and hyacinths in the spring, and tufts of curiously scented herbs all the year round, still bore silent witness to the horticultural tastes of the holy men. And once, when peering down a rabbit hole, I saw something gleaming white in its depths. Pulling away the débris and delving downward, I inserted my arm. It was rather a shock to find, upon withdrawing it, that the white something which my fingers clutched was a human skull. Whether of holy man or no there was no evidence to prove. . However, to return to my ducks. Upon the island stood a rough sheiling used by the shepherd as a storehouse for various odds and ends required by the flock which grazed upon the short, wiry turf. How would it be, I thought, to make use of this hut as a shelter in which to pass the night upon the island, lying in wait for both morning and evening flight? "Not half a bad idea," was my decision, and I forthwith set to work. I determined to make it a fairly comfortable abode, for by this time the chill winds of December bit shrewdly, and the snow-line had crept down even to the base of the towering Ben. So I re-thatched the roof of the sheiling, repaired its chimney, made myself a couch of withered bracken and stored various eatables and drinkables among the rafters. Then, on the spot which I judged most suitable for my ambush, I dug out my "hidie-hole"—not, I confess, without some faint hope of at last unearthing the treasure for which, in boyhood's days, I had so often searched, in lands far, far from this.

and so it came about that it was not until the day before Caristmas that, just after luncheon, I embarked for my first night on the island. In the bow of the boat sat my trusty retriever, Nell—ears pricked forward, eyes gleaming, whole body strung up for the sport which she felt certain that her master would, somehow or other, provide. It was a long, stiff pull, for the tide was against me; but at last the nose of the coble grated on the shingle, and well before sundown I was safely settled in my ambush. How still it was! Save the soft soughing of the breeze through the solitary pine-tree close by my "hidie-hole" and the gentle lap-lap of the waves on the shore, sound there was none. An intense frost held the earth fast-bound ("Well for me that my digging was done before it took such a hold," I said to myself), the glow from the crimson west bathed the Ben's

snowy pate in rosy light. Truly a beautiful scene, but where were my duck? Soon darkness would descend—had I miscalculated? Were all my preparations to go for naught? Not so. For what was that black dot away out yonder against the sky-line? Nearer and nearer it came. Bang!—and I glanced with satisfaction at the corpse of my first mallard. A little pause, and on they all came, sometimes "by single spies," sometimes "in battalions." When night fell, a goodly number of slain were scattered round my hiding-place, and as Nell bore them triumphantly to me in her admirably soft mouth, she felt that her master had not buoyed her up with false hopes!

that her master had not buoyed her up with false hopes!

Thoroughly snug we made ourselves in our heather-thatched sheiling. A huge fire of blazing logs roared up the wide chimney. With great satisfaction Nell and I made short work of our supper of cold beef and rabbit-pie. But of the "wee drappie of rale Glenlivat" which followed I partook alone. And, the night being exceeding cold, and the wait in my burrow having been very long, I deemed myself justified in multiplying the said "wee drappie" by three—perhaps four. Then, throwing another log on the fire and setting my door slightly ajar for ventilation's sake, I lay down upon my bed of bracken, and at once slumber—slumber ineffable, profound—descended upon my heavy eyelids. When I awoke, the soft, velvety darkness of night was still about me; but through it a glimmering line showed where the open crack of the doorway admitted the pale grey ghost of dawn. Instantly I started to my feet, pulled on my sea-boots and made for my "hidie-hole." As I issued from the sheiling, the first thing I noticed was that the weather had changed. The cold was still intense, but its frosty nip had altered into a chilly rawness which pierced to the marrow of my bones. "More snow coming, or I'm a Dutchman!" I said to myself. And the second thing that struck me was the volume of sound which filled the heavy air—so incessant, so compounded of innumerable cries, that at first I had difficulty in distinguishing the individual notes. But as I crouched in my ambush, gradually I began to pick them out. "Wha-a-up!" Piercing shrilly through the rest rose the voice of the curlew, that eldritch screech which a great writer has compared to "the cry of a soul in pain." From the water came the whistle of the widgeon, the quack of the wild-duck; from the shingle that bordered it the herons croaked hoarsely, the redshanks sent up their complaining cry. From the heather-clad hillside above it the defiant "Ke-kec-kec-kec" of the grouse mingled with the loud call of the blackcock. On every hand the g

Softly, silently, the big snowflakes descended, wrapping boulder and bush in a pure white pall; against it the waters of the loch showed black as darkly-polished steel.

As Nell and I were gathering in our slain, a puff of snow was whirled up in our faces. I stopped short and looked sharply towards the Moidart Hills. "By Jove, there's a storm'coming! We'll have to make tracks, old girl, if we're to eat our Christmas dinner at home." For well had I learnt, by sufficiently painful experience, the incredible rapidity with which the "wild, wet wind of the western wave" churned up the waters of the loch into a seething maelstrom. Speedy as was my transfer of impedimenta to the boat, swiftly as I pushed her off, we were barely half way across the strait between the island and the mainland when the big waves were breaking in foam around us. A ticklish job, truly, I had; but at last, soaked with sea-water from head to toe, the shivering Nell and I crawled stiffly out upon the shore.

The woolly daughters of the horse-leech, who, from the tiny headland above, had eagerly watched the disembarkation, now advanced at a stretch-gallop in pursuit of provender. They sniffed the shining corpses laid side by side upon the shingle, then threw up their black but comely faces and stamped their small, black feet in haughty disgust. "Never mind, old girls," I said, "you shall make up for the disappointment when you have your New Year's dinner." And beyond all shadow of doubt they did—in full measure, heaped up and running over!

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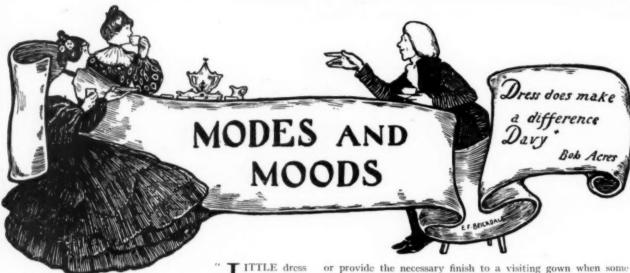
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econo-These, without doubt or prejudice, provide the chief consideration just at the moment. But the story may be changed when the January Sales commence. From information gleaned behind the scenes I am in a position to promise bargains of a truly unprecedented character; although, of course, strictly speaking, bargains when they are wisely chosen come under the head of "economies." But what my text really refers to are the little extra touches one can give to an extra touches one can give to an extra touches. to are the little extra touches one can give to an existing possession to bring it into line with prevailing modish requirements. And prominent among such trifles come *composé* ties, muffs, collars, frequently completed by hats *en suite*.

The best styles of day gowns and coats and skirts are all

sosimple they lend themselves ar ticularly well to these s m a 11 uperfluous matters three which are shown in adjoine d group. In each case furs play a promin-ent rôle, but, at the same time. in sufficiently limited quantit y not to cause alarm. Whether

by accident or design, it is impossible to say, but La Mode has seldom provided a more appropriate vogue than obtains for the slight touches of fur at the throat picked up in a muff of mam-moth size, all fur, or composé models after the character of the set shown on the centre figure. The collarette in this case has a basis of velvet, deftly folded to set closely to the bend of the throat, sur-mounted by a deep band of

mounted by a deep band of
fur, while the barrel-shaped
muff is of gathered velvet,
hooped round with bands
of the same fur. For such
a scheme fitch and brown
velvet would make a
delightful alliance, or skunk dyed opossum and black velvet,
the extremely modish little toque in either case being carried
out in the same velvet. It is quite easy to picture how such a out in the same velvet. It is quite easy to picture how such a tasteful trio as this chapeau, tie and must would retrieve the simplest coat and skirt. perhaps lost to its pristine freshness,

or provide the necessary finish to a visiting gown when some heavy outer wrap is discarded. Then, take the tight little removable collar of fur. worn by the top figure. This is the or provide the necessary finish to a visiting gown when some heavy outer wrap is discarded. Then, take the tight little removable collar of fur, worn by the top figure. This is the newest of the new, and so becoming, our suggestion with regard to it being the addition of a posy of hand-made satin flowers in Futurist colourings, the same strange floriculture trimming the soft little black velvet cap. There is, perhaps, no more enchanting piece of millinery at the moment than this round soft toque carried out in black or tite-de-negre velvet relieved by these vivid-hued flowers — bright green, full blue, reds and purples, all blending together in the most amazing manner; though, if preferred, large crushed-looking imitation roses all in one shade may be substituted for the particoloured wreaths; it is to be remarked, with regret, how many women still adhere to that unconscionable fancy for grotesque feather fantasies, set out at a sharp angle, like the bowsprit of a boat. The selfishness of such a fashion is unpardonable, and one has only to travel in trains and omnibuses to realise its enormity. The wearers, blandly unconscious, are a very terror to their neighbours who chance to be on the bowsprit side.

In the third figure a somewhat different note is touched, an extremely high military collar being worn, rolling over to reveal a doublure of fur, a muff, one naturally surmises, being carried to correspond, à propos of which, however, there is much less rigidity than formerly in the mixing cf furs. For instance, suppose the collar just described chanced to be in astrachan, it would be quite permissible to use a skunk muff.

astrachan, it would be quite per-missible to use a skunk muff. missible to use a skunk mun. A manipulated fur that has come much to the fore this season is chinchilla squirrel. In the distance this bears the very closest resemblance to chinchilla, and is particu-

> cessful for all trimming pu poses. Of the ted fancy for mon-key fur, fur, the less said the the better; although I have re-marked. with amusement, the feeling there is for fashioning this gro-tesque pelt in some grotesque manner. A round, a bsolutely unre-lieved toque,



high collar and infinitesimal muff decked with a huge gold tinsel rose, comprised a set of monkey fur that only the boldest would dare to adopt; while monkey fringe is a recognised trimming, and, perhaps, in that form is less objectionable than in L. M. M.

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620FT. ABOVE SEA LEVEL.

THE ABOVE MODERN RESIDENCE, designed by Mr. Lutyens, to be SOLD OR LET, UNFURNISHED OR FURNISHED. The accommodation includes hall, three reception rooms, two bath, nine bedrooms, servants' room, etc. Company's water, gas, and excellent drainage. Garden and grounds of about TWO-AND-AHALF ACRES.

WALTON & LEE, 10, Mount Street, W. (23,792.)



WILTSHIRE.

PRICE ONLY £3,300 FOR ABOVE DEPICTED OLD-FASHIONED RESIDENCE.

ontaining hall, billiard room, three reception room, and seven bedrooms. Stabling,

TWO COTTAGES, and farm and outbuildings; pleasure grounds, and paddocks all

SEVEN ACRES.

GOLF in district. Walton & Lee, 10, Mount Street, W. (24,546.)



BOUT ONE-AND-A-HALF HOURS FROM LONDON short drive of important Junction, L. & N.W. Ry, main

A short drive of important Junction, E. & N.W. Ry, main line, and County I own.

TO BE SOLD, a modernised and enlarged FARM-panelled and beamed lounge hall (old oak staircase), four reception, two bath, eleven bed and dressing rooms, etc.

ELECTRIC LIGHT. CENTRAL HEATING, TELEPHONE. MODERN DRAINAGE.

Stabiling, large garage, men's rooms, entrance lodge, beautiful grounds, productive garden and grassland, in all over 20 ACRES. HUNTING. Easy distance of GOLF, also POLO. Highly recommended by the SOLE AGENTS, WALTON and LEE, 10, Mount Street, W. (27,975.)



ON GREAT WESTERN MAIN LINE. TO BE SOLD OR LET.

QUAINT OLD-FASHIONED RESIDENCE, beautifully timbered grounds (inexpensive to keep in beautifully timbered grounds (inexpensive to keep u tennis lawns, kitchen garden, orchard, paddock, etc reception rooms, two bathrooms, twelve to fourteen b

modern convenience, and the place is in perfect order, Stabling, cottage.

SPORTING DISTRICT.

Recommended by WALTON & LEE, 10, Mount Street, W (27,713.)



WORCESTER AND HEREFORD BORDERS.

FOUR MILES FROM GREAT MALVERN.

O BE LET, UNFURNISHED, the above well-arranged COUNTRY HOUSE, in perfect order, with stabling, garage, inexpensive gardens, three cottages. 40 ACRES and and and arranged country are supported by the contraction of the cont SHOOTING OVER 635 ACRES.

oft. above sea, with magnificent v'ews. Twelve bedreoms, bathroom(h, and c.), four large reption rooms, servants' hall and offices. ELECTRIC LIGHT THROUGHOUT, dilators, modern drainage. Approached by private drive with LODGE at entrance. Inspected and recommended.—WALTON & LEE, 10, Mount Street, W. (28,308.)



BERKS. BETWEEN TWYFORD AND ASCOT

ON HIGH GROUND, two-and-a-half miles from station, 40 MINUTES FROM PAD-DINGTON.

FOR SALE, with either 10, 33, or 146 ACRES (or MIGHT BE LET), interesting old HOUSE, WITH OAK BEAMS AND PANELLING. MODERN COMFORTS AND SANITATION. ELECTRIC LIGHT. Billiard room, four reception and fifteen bed-rooms, two bathrooms.

BEAUTIFUL GARDENS.

STABLING, GARAGE, COTTAGES, AND WELL-TIMBERED LAND IN A RING FENCE.
Recommended by the SOLE AGENTS, WALTON & LEE, 10, Mount Street, W. (26,171.)

WALTON & LEE. AND KNIGHT, FRANK & RUTLEY. 10, Mount Street, W.

20, Hanover Square, W. 100, Princes Street, Edinburgh.

TELEPHONES, 1505 MAYFAIR & 3645 GERRARD.

TELEPHONE: 1942 GERRARD 5 LINES!

TELEPHONE: 146 CENTRAL, EDINBURGH

(For continuation of advertisements see page v.)

# ALEX. H. TURNER & CO., 69, SOUTH AUDLEY STREET, W.; and at Guildford, Weybridge and Woking. Telephones: MAYPAIR 3275 (two lines).



Near the well-known West Surrey Golf Links.
TO BE LET, WELL-FURNISHED, UNFURNISHED, OR SOLD.

OLD ENGLISH COTTAGE RESIDENCE and eighteen acres. It contains quaint hall, liner ditto, by 14th, three reception rooms, sevent

Ceighteen acres. It contains quaint half, inner ditto, 18ft, by 14ft, three reception rooms, servants' sitting room, six bedrooms, bathroom.

STABLING AND MOTOR HOUSE, GAS AND WATER, Well established grounds, fruit gardens, tennis and croquet lawns, paddocks, etc. Hent, 4 guineas a week for winter, Price £4,500, Freehold.—Inspected and recommended by ALEX, H. TURNER & CO.

KENT AND SUSSEX BORDERS



FURNISHED, FOR A YEAR OR LONGER,
ON A LOVELY COMMON, HIGH UP,
and within 50 minutes from Town.—This very attractive
RESIDENCE, addoming golt links, and commanding beautiful
views overlooking Ashdown Forest; four reception rooms,
billiard room, ample domestic offices, thirteen bedrooms
bathrooms; electric light; stabiling and garage, cottages;
well laid-out gardens and grounds, in all about five acres;
more land can be had, Shooting. Rent 500 guineas per
annum.—Alex. H. Turner & Co., 60, South Audley Street, W.

WILSON & GRAY.

Telephone Nos.:
Mayfair 2777, 5701, 5702 and 5914. Yeovil 43.
Telegraphic Addresses:
Wilsogra, Audley, London." "Wilsogra, Yeovil."

SUSSEX.
On the edge of the Downs, three miles from the sea.



FOR SALE or to LET. Furnished or Unfurnished, a ganuino OLD MANOR HOUSE, DATING FROM 1296. PERFECTLY PRESERVED AND FULL OF MAGNIFICENT OLD OAK WORK. Beautiful old banqueting hall with minstrels gallery, cloister, dining room, study, ample domestic offices, six bedrooms, two bathrooms, cottage; a cetyleson gas. Company's water, modern sanitation; delightful old-world gardens, woodland and grass of threen acres.—Agents, Wilson & Gray, 14, Mount Street, London, W.

GENUINE OLD ELIZABETHAN MANOR HOUSE To Let. Furnished (or Unfurnished, £230 per annum).



SUSSEX. ASHDOWN FOREST (just over hour from London).—Outer and inner halls, di hall with minstrels gallery, two other reception rooms, ten bedrooms, two bathrooms. RICHLY CARVED OAK PAXELLING AND OAK BEAMS. Electric light; heating by radiators. Main water. Stabling for four, garage, cot-tage. FIVE ACRES OF BEAUTIFUL OLD GARDENS. Agents, Wilson & Gray, 14, Mount Street, London, W.

Offices:-14, Mount Street, Grosvenor London, W.; and at 20. Princes Street, Yeovil (Western Counties Branch). NICHOLAS.

4, ALBANY COURT YARD, PICCADILLY, W. Telephone No.:
293 Regent.
"Nichenyer, London."

And at READING and NEWBURY,

### GARTH'S HUNT

(45 MINUTES OF LONDON). GOOD SOCIETY.

### BERKS.

### GENTLEMAN'S FAMILY RESIDENCE IN PARK OF 30 ACRES.

FOR SALE OR TO LET, FURNISHED, OR UNFURNISHED.



The Residence is in beautiful repair, has electric light, utral heating, and new samilation. There are eleven drooms (all on one floor), three bathrooms, large panelled inge hall, three reception rooms, conservatory, and

STABLING, MODEL FARMERY, AND FIVE COTTAGES.

DELIGHTFUL GROUNDS, LARGE DOUBLE TENNIS LAWN, ROSE GARDEN, LITTLE ORNAMENTAL WATER AND PARK.

Apply Sole Agents, Messrs, Nicholas, 4, Albany Court Yard, Piccadilly, or Station Road, Reading.

OWEN WALLIS & CO., 2, KING STREET, ST. JAMES'S, S.W. Telephone: 3955 Regent. Telegrams: "Owenisme, London."



MAGNIFICENT POSITION.

HANTS AND SUSSEX (in a pretty country, 450ft above sea, with wonderful views, fitted with electric

abore sea, with wonderful views, fitted with electric light, and facing nouth).—
GEORGIAN RESIDENCE.

Most beautifully fitted and in perfect order and repair. Fine lounge. Fifteen bedrooms. Lodge. Three reception. Oak staircase. Delightful pleasure grounds, flagged paths, terraces, productive kitchen and rich grassland, mostly let off with old farm-house. Total extent 70 acres.

GOLF, HUNTING. SHOOTING. Strongly recommended.

OWEN WALLIS & Co., 2, King Street, St. James's, S.W.



45 MINUTES' RUN.

HERTFORDSHIRE.—Capital old-fashioned RESI-DENCE, with exceptionally fine rooms, standing high, with good views, just on a mile from station and

FIVE RECEPTION ROOMS, TEN BED AND DRESSING ROOMS.

Nearly 30 acres of park-like land, beautiful but in-expensive grounds and gardens; stabling.

Strongly recommended.

OWEN WALLIS & Co., 2, King Street, St. James's, S.W.

MESSRS. GIDDY & GIDDY.

ESTATE AGENTS AND SURVEYORS,
11a, REGENT STREET, S.W.
(between Waterloo Place and Piccadilly Circus).

Branch Offices

Summingdale (for Ascot). Branch Offices Sunningdale (for Thame Sunningdale (for Ascot). Windsor.
Telephone No.: Regent 5322.



VERY MODERATE RENT FOR WINTER OR LONG OBHAM AND ESHER DISTRICT (consideration of the most beautiful and healthy within 20 m

of London).
STANDING VERY HIGH IN A BEAUTIFUL POSITIC
WITH LOVELY VIEWS.
To be LET, handsomely Furnished, this singularly attract

WITH LOVELY VIEWS.

To be LET, handsomely Furnished, this singularly attract COUNTRY HOUSE, with ELECTRIC LIGHT. CO.'S WATER. CENTRAL HEATING. TELEPHONE. Suite of spacious reception rooms, about 20 bedroof THREE BATHROOMS, servants' hall and offices; stable for six, roomy coach-house or garage; extensive and woodlands, luspected and recommended by the Aget Messers, GIDDY & GIDDY, 11A, Regent Str.et, S.W.



TO BE SOLD BY EXECUTORS.

KENT (in the most attractive part of the county, fourteen miles of London, CLOSE TO OPEN BREEZY COMMONS; very healthy spot, on sand and gravel; half-a-mile from railway station).—This handsome modern RESIDENCE, occupying a charming situation in

occupying a charming situation in
BEAUTIFULLY TIMBERED GROUNDS,
approached by drive with lodge. Contains fine lounge had
23ft. by 19ft., billiard and three well-proportioned reception
rooms, thirteen bed and dressing rooms, servants' hall, etc.
gas and Co.'s water; two tennis lawns, profific kitchen garden
orchard, paddock, etc.—Inspected and recommended by th
Agents, Messrs, Giddy & Giddy, 11A, Regent Street, S.W.

LUXURIOUSLY APPOINTED HOUSE.
A PERFECT HOME FOR THE WINTER,
WIMBLEDON COMMON (probably the breeziest
and healthiest spot near London; only eight miles
from Charing Cross, on dry, gravel soil).—Beautifully Furtiched PERIDENCE with

AY and healthiest spot near London; only eight nick from Charing Cross, on dry, gravel soil).—Beautifully Fur-nished RESIDENCE, with ETC. Contains very handsome billiard and reception rooms, SLX BATHROOMS, sixteen or seventeen bedrooms, first-rate offices, etc.; large garage and stabling; beautiful and extensive grounds with delightful woodland walks, etc.— Very highly recommended by the Agents, Messrs, Giddy and Giddy, 11A, Regent Street, S.W.



TO BE SOLD AT PRACTICALLY HALF COST ADJOINING EXCELLENT GOLF LINKS.

ADJOINING EXCELLENT GOLF LINKS.

30 MINUTES, RAIL FROM THE CITY AND fitted modern HOUSE, on the S.W. SLOPE OF A HILL WITH PRETTY VIEWS contains VERY FINE CENTRAL HALL 30FT. BY 22FT, suite of spacious reception rooms, boudoir, eleven bedrooms, two bathrooms, etc.; electric light, central heating; finely timbered grounds overlooking a large park and disposed in tennis lawn, prolific kitchen garden, meadow, etc.—Inspected and very highly recommended by the Agents, Messrs. Giddy and Giddy, 11A, Regent Street, S.W.

BROMLEY (Kent).—To be SOLD, Exors, to close Estation Freehold HOUSE, with large garden, lawn tenishree reception and eight bedrooms, boxroom, photographarkroom, usual domestic offices. Rental value \$180. From a little more than half its cost. Mortgage can be arrange Also Leasehold, Westbourne Terrace, Hyde Park; excellent repair, splendid decorations. Lease 23 years of the proper specific per annum. Mortgage can be arranged.—Apply letter, H. Sawyer, 46. Fenchurch Street, London, E.C.

### KNIGHT, FRANK & RUTLEY WALTON & LEE AND

LONDON AND EDINBURGH.



50 MILES FROM LONDON.

ONE MILE FROM STATION WITH EXCELLENT TRAIN SERVICE TO LONDON.

TO BE SOLD.

THIS INTERESTING GEORGIAN RESIDENCE, occupying a perfectly schuled position, with fine open views. It has been carefully restored and improved, and is fitted with modern conveniences, including electric light, telephone, Company's water, etc.

A feature is the broad stone-flagged terrace and a central courtyard,

The accommodation comprises four reception rooms, full-size billiard room, eighteen bed and dressing rooms, four bathrooms, etc. Stabling for six horses, motor garage, farmery, three cottages.

three cottages.

The charming old-world pleasure grounds are tastefully laid out, and contain some fine forest and ornamental trees; tennis and croquet lawns, rose and herbaceous garden, fruit and kitchen gardens, and park-like meadowland, in all about

20 ACRES.

Hunting with several packs. Near 18-hole golf course. Coarse fishing on property. Particulars of Walton & Lee, 10, Mount Street, W.; and Knight, Frank & Rutley, 20, Hanover Square, London, W. (H 8 5332.)



ON THE UPPER REACHES OF THE THAMES.

ON THE UPPER REACHES OF THE THAMES.

TO BE LET, FURNISHED, FOR PRACTICALLY ANY PERIOD.

THIS CHARMING OLD-FASHIONED RESIDENCE, originally a Mill House but now enlarged and up-to-date in every way. It is approached by a long drive and contains four reception rooms, billiard room, fourteen bed and dressing rooms, three bathrooms. ELECTRIC LIGHT. HOT-WATER HEATING.

STABLING FOR SIX. LARGE GARAGE.

The pleasure grounds are quite a feature and of exceptional beauty. Lawn and hard tennis courts, squash racquiet court, two lakes and stream, LARGE POND STOCKED WITH 500 LOCH LEVEN TROUT. Bowling alley.

PRIVATE RIVER FRONTAGE AND BACKWATER.

ROUGH SHOOTING OVER 1,500 ACRES.

Rent and further particulars of Walton & Lee, 10, Mount Street, W.; and Messes, Knight, Frank & Rutley, 20, Hanover Square, London, W. (H.S. F 2421.)



### SUSSEX

TO BE SOLD, a compact RESIDENTIAL PROPERTY of 52 acres, situated in the midst of undulating and well-wooded country.

The old-fashioned Residence stands on high ground with south aspect, and is surrounded by pretty parklands. It contains reception hall, oak-panelled dining room, drawing room, study, library, billiard room, seventeen bed and dressing rooms, two bathrooms, and usual domestic offices.

ELECTRIC LIGHT INSTALLED THROUGHOUT. HOT-WATER HEATING,

Stabling for nine horses, men's rooms, bungalow, lodge, and gardener's cottage,

The grounds are well laid out, and are intersected by trout stream. There are lawns, shrubbery walks, lake of three are s with waterfalls, etc., several glasshouses.

GOLF LINKS THREE MILES DISTANT.

HUNTING WITH FOUR PACKS.

THE HOUSE WOULD BE LET, FURNISHED.

Further particulars of Walton & Lee, 10, Mount Street, W.; and Knight, Frank and Rutley, 20, Hanover Square, W. (H.S. 1994.)



ING,

WS. 22Ff., frooms, finely osed in spected GIDDY

### BETWEEN LONDON AND BRIGHTON.

To be SOLD or would be LET Furnished or Unfurnished.

A BEAUTIFUL OLD-FASHIONED RESIDENCE, with PANELLED ROOMS, open fireplaces, and OAK-BEAMED CEILINGS. The approach is by long carriage drive, and the accommodation comprises lounge hall, three reception rooms, eight bedrooms, bath-dressing room, bathroom.

PETROL GAS. MODERN SANITATION.

GARAGE. GARDENER'S COTTAGE.

The gardens are well timbered, and include tennis and croquet lawns, fishpond with rustic bridge, park-like paddocks, etc., in all about

For further particulars, apply to Walton & Lee, 10, Mount Street, W.; and Messes, Knight, Frank & Rutley, 20, Hanover Square, London, W. (H.s. 4819.)



### ON THE CHILTERN HILLS.

45 MINUTES FROM LONDON.

### TO BE SOLD.

THIS PICTURESQUE RESIDENCE, originally dating from the XVIth Century, but since restored with great care, occupying a healthy position nearly 600ft, above sea level. It contains large hall 55ft, by 40ft, (open to roof) with billiard table, drawing room with lounge, dining room, ten bed and dressing rooms, three bathrooms.

Petrol air gas. Motor-house, gardener's cottage. Well laid-out gardens, two tennis was, flower gardens and plantation, kitchen garden and four acres of orchard.

WITHIN EASY REACH OF GOOD GOLF LINKS.

For further particulars, apply to Messrs. Walton & Lee, 10, Mount Street, W.; and Messrs. Knight, Frank & Rutley, 20, Hanover Square, London, W. (H.S. F 2798.)

WALTON & LEE. AND KNIGHT, FRANK & RUTLEY.

10, Mount Street, W.

(For continuation of advertisements see page iii.)

20, Hanover Square, W.

100, Princes Street, Edinburgh.

TELEPHONES: 1505 MAYFAIR & 3645 GERRARO.

TELEPHONE: 1942 GERRARD 5 LINES!

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# HAMPTON & SONS.

### ILLUSTRATED LIST

OF COUNTRY ESTATES, RESIDENCES AND SPORTINGS FOR SALE AND TO BE LET.

Published in three parts, post free, three stamps each, viz.:—

(2) UNFURNISHED HOUSES FOR SALE OR LETTING.

(3) FURNISHED HOUSES

(1) LANDED ESTATES.

(3) FURNISHED HOUSES AND SHOOTINGS

GRAVEL SOIL ON HIGH GROUND.



A FINE MODERN RESIDENCE

TUNBRIDGE WELLS

(UNDER A MILE FROM STATION).

FOR SALE, this unusually attractive HOUSE, situate in grounds of about five acres. The accommodation comprises

HANDSOME RECEPTION HALL, 40FT. BY 23FT.

with the oak staircase. Three reception rooms, cloakroom and lavatory. Fifteen bed and dressing rooms, two bathrooms, servants' hall and men's rooms.

ELECTRIC LIGHT. TELEPHONE.

Gardens include spacious lawns, two tennis courts, rose garden, large kitchen garden, etc.

Recommended by the Agents, HAMPTON & SONS, 3, Cockspur Street, 8.W.

CLOSE TO GOOD GOLF.



### 30 MINUTES FROM TOWN

ON GRAVEL SOIL AMIDST PERFECT COUNTRY.

TO BE LET, Unfurnished, THIS FINE OLD COUNTRY RESIDENCE with park and lodge; four spacious reception rooms, 22 bed and dressing rooms, bathroom, servants' hall, housekeeper's room, and every convenience.

GAS AND WATER FROM MAINS.

Excellent stabling, garage and cottages. The grounds are magnificently timtered and include some splendid old lawns and walled kitchen garden. Total area with paddocks 35 acres. High and healthy position with extensive views.

STRONGLY RECOMMENDED

by Hampton & Sons, 3, Cockspur Street, S.W.



### A PERFECT RESIDENTIAL ESTATE.

IN ONE OF THE MOST BEAUTIFUL PARTS OF THE SOUTH OF ENGLAND.

### CHARMING QUEEN ANNE HOUSE.

with fine old plasterwork ceilings, Spanish mahogany doors, etc., with all modern conveniences, such as electric light, heating, modern drainage, and on sandstone.

A GLORIOUS PARK OF 205 ACRES.

with stream and lakes, lovely pleasure grounds, and magnificent timber.

FOR SALE.

Sole Agents, Hampton & Sons, 3, Cockspur Street, S.W.

PRICE GREATLY REDUCED.



BY ORDER OF EXECUTORS.

600FT, ABOVE SEA, NOTED GOLF COURSE.

### SURREY.

TO BE SOLD, an extremely comfortable RESIDENCE, occupying one

FINEST SITUATIONS IN THE COUNTY,

600ft, up, facing south, and commanding superb views over many miles of delightful country; lounge hall, four reception rooms, billiard room, sixteen bed and dressing rooms, three bathrooms, complete offices.

ELECTRIC LIGHT. COMPANY'S WATER. TELEPHONE.

Capital stabling, garage; entrance lodge and cottage.

PARTICULARLY CHARMING GROUNDS.

Delightful terrace and woodland walks; tennis and croquet lawns, flower garden, with line specimen trees, prolific kitchen garden and orchard, grassland and woods, in all ABOUT EIGHTEEN ACRES.

Full details of HAMPTON & SONS, 3, Cockspur Street, S.W.



RENT, FURNISHED, £250 PER ANNUM.

### EAST YORKS.

OBELET, Furnished, the above charming and picturesque RESIDENCE, together with shooting over 746 acres. It comprises four reception rooms, official room, servents' hall, seventeen bed and dressing rooms, three bathrooms, and first-class offices and stabling.

ACETYLENE GAS. RADIATORS.

Very delightful grounds with lawns for tennis and croquet, walled kitcher garden and two small paddocks. Cottage and laundry, Telephone. God sporting district. Hunting with the Holderness Pack. Easy reach first-classoft.

Further details Hampton & Sons, 3, Cockspur Street, S.W.

Offices: 3, COCKSPUR STREET, PALL MALL, S.W.

BRANCH OFFICE A

### FOR SALE. MEDIUM-SIZED RESIDENTIAL PROPERTIES.

DEDFORDSHIRE (just over an hour from Town),—
confortable RENDENCE of three reception, billiard
eight bed and dressing; GRAVEL SOIL: well laid-our
grounds, two tennis lawns, meadowland. 13 ACRES; more
land if desired. Stabling. Fishing and boating. Golf.—
Wesers, OSBORN & MERCER. (11,735.)

ORNWALL (within easy reach of capital market town).

—The HOUSE has southern aspect and commands charming views: three reception, twelve bed and dressing rooms; electric light installed; stabling for six and garage; nicely disposed grounds, productive kitchen garden, etc. 42 ACRES. Farm-buildings, cottage. EXCELLENT SPORT.—Messis. OSBORN & MERCER. (12,438.)

DORSET (commanding excellent views of the sea).—
Old-fashioned RESIDENCE, standing in grounds, etc.,
of about 30 ACRES; entrance hall, billiard, four reception,
and thirteen bedrooms; Company's water; stabling, motorbouse, lodge; charmingly arranged grounds, woodland walks,
routage, Capital hunting, Golf,—Messrs, OSBORN and
HERCER, (12,852.)

HEREFORDSHIRE (overlooking the Wye; extensive views).—Stone-built RESIDENCE; south aspect three reception, ten bedrooms; light soil; stabling for seven borses; park-like grounds, etc., of 47 ACRES; complete rang fence; carriage drive; walled truit and kitchen garden, orchard.—Messrs, OSBORN & MERCER. (1968.)

EICESTERSHIRE (excellent hunting situation).—
Capital HUNTING BOX, approached by drive with
we entrance lodges, surrounded by about 40 ACRES of
rounds and pastureland; three reception, ten bedrooms;
inst-class stabling of FIFTEEN LOOSE BOXES; tennis
nd croquet lawns, productive kitchen garden.—Messrs.
BBORN & MERCER. (12,364.)

XFORDSHIRE (in a beautiful district, about one-aud-a-half hours from Town).—Stone-built RESI-DENCE, commanding lovely views; three reception, included he had and dressing; carriage drive. The grounds of 6 ACRES are of a particularly enjoyable character, wide-spread lawns adorned with magnificent trees; stabling, garage, three cottages. HUNLING, golf, etc.—Messrs. OSBORN and MERCER. (12,332.)

SUFFOLK (within a few miles of capital town and easy reach of Newmarket).—Substantially built RESIDENCE on gravel soil, standing in attractive grounds, old pasture, plantation, etc., of 25 ACRES; four reception and twelve bad and dressing; modern drainage; stabling for seven, grage; tennis and croquet lawns, etc.; small farmery, cottage. Shooting, fishing, and golf.—Messrs, OSBORN and MERCER. (12,764.)

BERKS (beautifully wooded and picturesque district high ground).—Old-fashioned RESIDENCE, in charm-ing old grounds and pasturchand of about 20 ACRES; car riage drive; four reception, billiard, and twelve bed an dressing rooms; gravel subsoil; superior stabling; capits kitchen garden, orchard; small farmery, two cottages,— Messrs, OSBORN & MERCER, (11,315.)

DERBYSHIRE (in a notedly picturesque part).—Stone built RESIDENCE, occupying a beautiful situation and surrounded by charming pleasure grounds, etc., of about 10 ACRES: three reception, billiard, sixteen bed and dressing: tennis lawns, kitchen garden, glasshouses, orchard stabling for four, cottage. Fishing.—Messrs. OSBORN and MERCER. (12,287.)

ESSEX (within a few miles of the sea).—Attractive and well-built HOUSE, surrounded by beautifully timbered grounds, including tennis and croquet lawas, etc., of 20 ACRES. ORNAMENTAL WATER; carriage drive with lodge; lounge hall, three reception rooms, billiard, and seven bed and dressing rooms; GRAVEL SOIL; stabling for four, garage.—Messrs. OSBORN & MERCER. (12,766.)

HERTS (about an hour from Town).—Attractive RESI DENCE: high and healthy situation, surrounded by about 24 ACRES; carriage drive; four reception, thirtee bed and dressing rooms; nicely timbered pleasure grounds including tennis and sloping lawns, walled fruit and kitcher garden, glasshouses; excellent farmery. Hunting, shooting lasshouses; excellent farmery, 1 -Messrs, OSBORN & MERCER,

NORFOLK (within easy reach of the coast).—Handsom RESIDENCE; high situation; gravel soil; loung hall, two reception, billiard, eight bedrooms; inexpensiv pleasure grounds, kitchen garden, pine plantation, and heath land of 13 ACRES. Hunting, shooting, fishing, boating an golf.—Messrs. OSBORN & MERCER. (12,088.)

SHROPSHIRE (in a first-rate hunting district).—The RESIDENCE, approached by a carriage drive, contains four reception, eleven bedrooms; stabling comprises six good losse boxes; inexpensive pleasure grounds, kitchen garden, glasshouses, two enclosures of meadowland, extending to 13 ACRES.—Messrs, OSBORN & MERCER. (12,326.)

SURREY (in a favourite part).—Comfortable HOUSE, surrounded by beautifully disposed pleasure grounds of mearly 6 ACRES; lounge hall, there reception, eight bed and dressing, etc.; gas and Company's water; gravel soil; stabling and garage; productive kitchen garden; cottage, Hunting, ilshing, golf.—Mesers, OSBORN & MERCER.

BUCKS (on Herts borders; beautiful position amidst lovely country).—Attractive RESIDENTIAL PRO-PERTY of 96 ACRES, in a complete ring fence. Picturesque Residence, 500FT. ABOVE SEA, on DRY SOLL; four recep-tion, eleven bed and dressing; Company's water; inexpensive pleasurer grounds; stabling for four, garage, farm-buildings, cottages, Shooting, hunting and golf.—Messrs, OSBORN and MERCER. (12,840.)

DEVONSHIRE (within easy motor drive of Exeter and a few miles of the coast).—The RESIDENCE occupies a sechaded position in well-timbered grounds, etc., of 24 ACRES; long carriage drive; beautiful views; lights osi three reception, nine bed and dressing; ELECTRIC LIGHT; lovely old timber; stabling, farm-buildings. CAPITAL SPORTING DISTRICT.—Messrs, OSBORN & MERCER.

(12,834.)

GLOUCESTERSHIRE (pretty part of the count Handsome RESIDENCE built of stone and tiled delightful situation; beautiful views. 15 ACRES. 7 reception, eleven bed and dressing rooms: (Company's we carriage drive with lodge; charming pleasure grou commodious stabling. Hunting six days a week. G. Messrs, OSBORN & MERCER. (12,567.)

HAMPSHIRE (charming situation: 700FT, ABOVE SEA; south aspect).—Well-built and attractive HOUSE; lounge hall, three reception, twelve bed and dressing rooms; long carriage drive; full-sized tennis and croquet lawns, pretty sunk garden, walled kitchen garden, productive orchard; stabling for seven, two cottages, 107 or 27 ACRES. Hunting, golf.—Messes, OSBORN & MERCER. (12,843.)

NORTHAMPTONSHIRE (well placed for hunting with two favourite packs),—Old-fashioned MANOR IV with two favourite packs,—Old-fashioned MANOR HOUSE, in well-timbered surroundings; four reception, eleven bedrooms; stabling for eight; inexpensive pleasure grounds, walled kitchen garden. 74 ACRES. Farm-buildings, three cottages.—Messrs, OSBORN & MERCER. (12,699.)

SOMERSET (near cathedral city).—Capital RESIDENCE, in small well-timbered park, enjoying splendid
views over surrounding country; 65 ACRES; avenue drive;
four or five reception, fourteen bedrooms; ELECTRIC
LIGHT; modern drainage; excellent stabling. The pleasure
grounds are an attractive feature. Hunting, golf, etc.—
Messrs, OSBORN & MERCER. (12,772.)

WILTS (capital hunting centre).—Substantially built
RESIDENCE approached by two drives and standing
in grounds of about 12 ACRES; four reception, billiard,
seven bed and dressing rooms; stabling includes five loose
boxes, cottage; kitchen garden, glasshouses, etc.—Messrs,
OSBORN & MERCER. (11,853.)

"ALBEMARLE HOUSE," 286, ALBEMARLE STREET, PICCADILLY, W.

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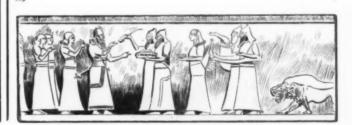
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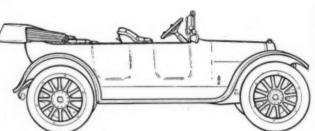
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